Proceedings

of the

New Jersey Historical Society

VOL. 67, NO. 1 JANUARY, 1949 WHOLE NO. 256

ANNUAL MEETING OF THE NEW JERSEY HISTORICAL SOCIETY

The One Hundred and Third Annual Meeting of the New Jersey Historical Society was held at the Society's building, 230 Broadway, Newark, New Jersey, at twelve o'clock noon on Wednesday, October 27, 1948.

The President, Mr. Charles B. Bradley, presided and the Recording Secretary, Mr. Donald B. Kipp, kept the minutes of the proceedings. The Secretary reported that a quorum was present.

Right Reverend Monsignor James F. Kelley delivered the invocation.

The minutes of the 1947 Annual Meeting, which were printed in the January 1948 issue of the Proceedings, were approved.

A Nominating Committee for the nomination of trustees was appointed, consisting of Miss Elizabeth Carter and Messrs. Howard Biddulph and Wilson C. Ely. During the deliberations of that Committee the following reports, which are appended hereto, were received and ordered filed:

The report of the Trustees, submitted by the Secretary.

The report of the Treasurer, submitted by Mr. Frederick H. Groel in the absence of Mr. Frederick Frelinghuysen.

The report of the Finance Committee, submitted by Mr. Groel, Chairman.

The report of the Membership Committee, submitted by Mr. Damon G. Douglas, Chairman.

The report of the Museum Committee, submitted by Mr. Wilson C. Ely, Chairman.

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The report of the Library Committee, submitted by Mrs. Greene, Librarian.

The report of the House Committee, submitted by Dr. William R. Ward, Chairman.

The report of the Corresponding Secretary, Mr. Elmer T. Hutchinson.

Although there were no official reports submitted by the Editorial Committee or the Woman's Branch, the President commented upon the difficulties of the Editorial Committee in circulating the Proceedings on time, and he also praised activities of the Woman's Branch of the Society, commenting upon their efforts to maintain and improve the Building, the Museum, portraits and the like.

The Nominating Committee submitted its report nominating Honorable Guy L. Fake, Dr. William R. Ward and Messrs. Hiram C. Deats, Damon G. Douglas, William A. Ellis, Peter H. B. Frelinghuysen, Jr., Howard L. Hughes and Russell B. Rankin for election as trustees to serve for a period of three years and until their successors shall be elected and qualify. There being no other nominations, upon motion duly made, seconded and unanimously adopted, the Secretary was directed to cast a ballot for the election of nominees. Such ballot was cast and Judge Fake, Dr. Ward and Messrs. Deats, Douglas, Ellis, P. H. B. Frelinghuysen, Jr., Hughes and Rankin were accordingly elected Trustees for a term of three years and until their successors shall be elected and qualify.

There being no further business the meeting recessed to reconvene at two o'clock in the afternoon.

The meeting reconvened at two o'clock in the afternoon. The President introduced Mr. Alexander H. Elder, a member of the Society and General Solicitor for the Central Railroad Company of New Jersey. Mr. Elder presented to the Society the ship's bell of the Ferry Boat "Bayonne" in behalf of the Central Railroad Company, and called upon Mr. Whittaker, who had been employed for many years in the Marine Department of the Railroad Company, to strike eight bells, after which the gift was accepted in behalf of the Society by the President.

The President then introduced Mr. Frank McIntire, Manager

of the Marine Department of the Central Railroad Company, who delivered a very interesting address on "The History of the Communipaw and Elizabethport Ferries from 1661 to the Present Time."

The President announced the opening of an exhibition of photographs and documents illustrating Mr. McIntire's address, in the second floor gallery. Thereupon the meeting adjourned.

DONALD B. KIPP
Recording Secretary

Report of the Board of Trustees

Your Trustees submit herewith the report of their activities during the last year, the one hundred and third of the Society's existence. Many events and developments will be reviewed in the reports of the Treasurer and Corresponding Secretary and of the several Standing Committees, which are appended to and made a part of this report.

At the Trustees' organization meeting in November, following the 1947 Annual Meeting, the following officers were elected:

President, Charles B. Bradley; First Vice President, Allison Dodd; Second Vice President, Right Reverend Benjamin M. Washburn; Third Vice President, Frederick H. Groel; Treasurer, Frederick Frelinghuysen; Librarian, Mrs. Maud H. Greene; Corresponding Secretary, Elmer T. Hutchinson; Recording Secretary, Donald B. Kipp.

Thereafter, Mr. Dodd resigned his office, due to ill health. He had served the Society faithfully and loyally for many years and it was with a very real feeling of regret that his resignation was accepted. Your Trustees thereupon elected Bishop Washburn as First Vice President in the place of Mr. Dodd, Frederick H. Groel as Second Vice President, and Damon G. Douglas as Third Vice President.

We are pleased to report that as of the first of the calendar year Mrs. Harold Dennis joined our staff as Assistant to the Librarian in charge of the Museum.

On January 28, 1948, your President and Treasurer attended a meeting of the Gloucester County Historical Society at Woodbury, New Jersey. The participation by two of our officers in

the meeting of this South Jersey Society is indicative of the efforts we are making toward a more closely knit relationship between local societies and the State Society. In this connection, a suggested plan of affiliation with county and local societies was sent out early in the summer by a Special Committee of the Board appointed for the purpose. The response to date is not sufficiently complete to warrant taking action on the plan.

Justice Charles W. Parker, who was for twenty-four years a member of the Board of Trustees and President of the Society from November 9, 1934 to November 25, 1936, died at his home in Morristown on January 23, 1948. A memorial resolution upon the occasion of his death was adopted at our March meeting and appears in the April issue of the Proceedings.

At the time of the annual meeting a year ago we had several comments, particularly from business men, urging that a meeting of the Society be held at a different hour. We accordingly planned a Spring meeting of the Society which you will recall was held on May 19th, late in the afternoon. The purpose of the meeting was to commemorate the adoption of the New Jersey Constitution of 1947. The Governor of New Jersey and the Delegates to the Constitutional Convention were guests of the Society. Addresses were delivered by the Governor and by Dr. Robert C. Clothier, President of Rutgers University, who had been Chairman of the Constitutional Convention, and thereafter the Delegates present at the meeting were introduced by Governor Driscoll. A very interesting exhibit of material relating to the Constitutions of 1844 and 1947 was on display. Your Trustees felt that the meeting was a great success and was an appropriate way of developing interest in the Society.

In June 1948, your President participated in a radio broadcast over Station WNJR, which was conducted on a question and answer basis, and in which he outlined our possessions and activities, and the manner in which we seek to serve the public.

At the July meeting, Mr. Peter H. B. Frelinghuysen, Jr., was elected a trustee to fill the vacancy caused by the resignation of Dr. Black.

We are pleased to note the continued interest in sustaining memberships, which have been of a very real value to our

treasury, particularly in these days of constantly increasing costs.

Respectfully submitted,

THE BOARD OF TRUSTEES

DONALD B. KIPP,
Recording Secretary

Report of the Treasurer

I submit herewith the Balance Sheet and Operating Statement of the Society for the fiscal year ended September 30, 1948, with corresponding figures for the preceding fiscal year.

BALANCE SHEET

The Unrestricted Fund shows an increase of $14,069 from $511,933 to $526,002. This is accounted for by Capital Donations of $17,520 plus a profit on the sale of 100 shares of Alliance Investment Company stock amounting to $477 less the operating deficit of $3,928.

There were no changes in the Endowment Fund during the year, the balance of $35,802 being the same balance as at the end of the previous year.

The Library and Museum Fund is approximately the same at the end of the year as it was at the beginning of the year because the sale of books amounting to $168 nearly equaled the purchases of $195.

The balance of the Woman's Branch Fund remains the same as at the end of the previous year, being $2,860. There were no changes during the year.

OPERATING STATEMENT

The 1948 operations resulted in a deficit of $3,928 compared to $1,042 in 1947, financed by the application of unrestricted capital funds.

The investment income increased from $3,253 to $3,885, an increase of $632. Income from dues was approximately the same as last year, being $4,461 this year, compared to $4,514 last year.

Other items in income, such as donations and *"Proceedings"*

income, amounted to $1,196 this year, compared to $1,338 last year.

In all, the total operating income increased $436. This was more than offset by an increase in expenses of $3,322. $2,089 of the increase in expenses was attributed to salaries and wages; $359 to increased cost of light, heat and water; $829 to increased membership expenses; $433 in increased cost of proceedings expenses. These increased expenses were partly offset by net decreases in other expenses of $388.

Respectfully submitted,

FREDERICK FRELINGHUYSEN,

Treasurer.

BALANCE SHEET AS OF SEPTEMBER 30, 1947 AND 1948

UNRESTRICTED FUND

Assets

	1948	1947
Cash in Banks	$ 987.48	$ 2,268.66
Stocks	118,598.60	103,303.60
Library and Museum—		
Land and Building	355,753.56	355,753.56
Equipment	50,738.50	50,738.50
Contents	1.00	1.00
Total	$526,079.14	$512,065.32

Liabilities and Surplus

U. S. Income Tax Withheld		$ 77.10	$ 131.70
Surplus:			
Balance October 1, 1947	$511,933.62		
Capital Donations	17,520.00		
Profit on Sales	477.00		
Total	$529,930.62		
Deduct: Operating Deficit	3,928.58		
		526,002.04	511,933.62
Total		$526,079.14	$512,065.32

ENDOWMENT FUND

Assets

Cash in Bank	$ 96.85	$ 96.85
Bonds	9,661.58	9,661.58
Preferred Stocks	26,044.16	26,044.16
Total	$ 35,802.59	$ 35,802.59

Surplus

Surplus	$ 35,802.59	$ 35,802.56

LIBRARY AND MUSEUM FUND

Assets

Cash in Bank	$ 1,374.67	$ 1,382.04

Surplus

Balance October 1, 1947	$ 1,382.04	
Interest	19.26	
Sales — Books and Archives	168.45	
Total	$ 1,569.75	
Purchases of Books	195.08	
Total	$ 1,374.67	$ 1,382.04

WOMAN'S BRANCH

Assets

Cash in Bank	$ 29.72	$ 29.72
Preferred Stock	2,830.70	2,830.70
Total	$2,860.42	$2,860.42

Surplus

Surplus	$2,860.42	$2,860.42

OPERATING STATEMENTS FOR FISCAL YEARS ENDING SEPTEMBER 30, 1948 AND 1947.

INCOME

	1948	1947
Income from Investments	$3,885.00	$3,253.36
Dues	4,461.00	4,514.00
Donations	230.00	60.00

Proceedings Income	960.83	1,230.08
Miscellaneous	5.16	47.95
Total Income	$9,541.99	$9,105.39
EXPENSES		
Payroll	$7,694.96	$5,605.00
Insurance	223.16	728.16
Building: Light, Heat, Water	1,967.39	1,608.71
Maintenance	297.99	135.00
Repairs and Supplies	88.08	181.69
General Office Expense	344.01	392.35
Membership Expense	1,039.95	211.46
Proceedings Expense	1,483.58	1,050.02
Audit, Legal, Investment Expense	224.00	224.00
Miscellaneous Expense	107.45	11.80
Total Expense	$13,470.57	$10,148.19
Excess Expenses Over Income	$ 3,928.58	$ 1,042.80

SCHEDULE OF INVESTMENTS SEPTEMBER 30, 1948

UNRESTRICTED FUND

Shs.	*Stocks*	*Book Value*
40	Middlesex Water Company 7% pfd.	$ 5,560.00
2666	Alliance Investment Company	64,094.50
200	Celanese Corporation	4,790.53
100	Continental Oil Company	3,859.59
50	Corn Products Refining Company	3,237.15
4	First National Bank of New York	5,892.00
100	General Electric Company	2,681.66
121	Pacific Gas and Electric Corporation	4,956.58
292	Prospect Heights Improvement Company	17,520.00
120	Texas Corporation	6,006.59
	Total	$118,598.60

ENDOWMENT FUND

Bonds

Par Value		*Book Value*
$3,000.00	Atchison, Topeka, Santa Fe Ry. 4's '95	$2,743.75
2,000.00	Baltimore and Ohio R. R. 5's '48	1,965.83
3,000.00	Chicago & Western Indiana 4's '52	2,814.50
5,000.00	Morris and Essex R. R. 3½'s 2000	2,062.50
100.00	U. S. Defense Bond—Series "F"	75.00
	Total Bonds	$9,661.58

Shs.	*Preferred Stocks*	
75	Allied Stores 4% cumulative	$7,500.00
50	Bethlehem Steel Corp. 7%	7,292.35
25	Burlington Mills 4%	2,521.25
100	Deere and Co. $1.40	3,746.81
45	Michigan Consolidated Gas Co. 4¾ cum.	4,983.75
	Total	$26,044.16
	WOMAN'S BRANCH	
20	Bethlehem Steel 7%	$2,830.70

Report of the Finance Committee

The Finance Committee of the Board of Trustees submits the following report for the fiscal year ended September 30, 1948:

The only changes in the Society's Investment Account during the year were the sale of 100 shares of Alliance Investment Company stock out of the Unrestricted Fund at a profit of $477 and the purchase of 11 shares of Pacific Gas and Electric Company stock at a cost of $275. This purchase was made as a result of rights that were issued by the company.

There was a donation of 292 shares of the Prospect Heights Improvement Company stock received during the year. This stock had a value of $17,520 when it was received.

The schedule of investments held at the close of the fiscal year is appended to the report of the Treasurer.

Respectfully submitted for the Finance Committee.

FREDERICK H. GROEL, *Chairman.*

Report of the Membership Committee

It is gratifying to report the election of forty-six members. However, an unusually large and unfortunate total of sixty membership terminations, the majority by death, has resulted in a net decrease in total membership for the year. The figure now stands at 790. Of this number, two are institutional members, fifty sustaining, 587 contributing, and 151 life members.

For the year ahead a substantial increase in income from dues is urgently needed. A special committee of the board

chairmaned by Mr. Frederick Groel is preparing plans for expanding our roll of institutional members. The success of this program can greatly strengthen our position. For example, it would take only forty-four such memberships to double our present dues income. Suggestions as to firms and companies who might care to support the work of the society in this way will be extremely helpful.

We are chiefly dependent upon our present members for proposals for new personal memberships at the sustaining and contributing levels. The Woman's Branch, as always, have been most cooperative. We urge each of our members to follow their good example and to personally experience the satisfaction that comes from bringing a friend into Society membership.

DAMON G. DOUGLAS, *Chairman.*

Report of the House Committee

This building in which we are now assembled was erected in 1931. That was seventeen years ago. It was so adequately planned that all of our needs have been supplied and it was so well constructed that during the past year we have not had occasion to have any major repairs. We are fortunate in having as our caretaker Mr. James Bianco who has not only kept the building in a clean and attractive condition but who also has been able to care for any minor repairs which have occurred from time to time. Because of his willingness and ability in this field considerable expense has been avoided. Reference should again be made to the contributions of the Woman's Branch who in the past have redecorated the rooms when necessary at considerable expense to their organization. At this time the building is in excellent condition.

WILLIAM R. WARD, *Chairman.*

Report of the Library Committee

During the past year the activities of the Library have increased and it has endeavored to fulfill its obligations as part of The New Jersey Historical Society, by helping its members and non-members, searching for New Jersey history and for

family records. Undergraduate students and those working for advanced degrees have come to us seeking material, especially source material, on many phases of our state history, political, economic, biographical and bibliographical. Many wish to use our excellent collection of New Jersey newspapers, and our equally comprehensive collection of old pamphlets, which our founding members started when this society was young. Since the publication last year of Dr. Brigham's monumental 2 volume work, "History and Bibliography of American Newspapers, 1690-1820", the demand for the use of our papers of that period has increased. This work, together with the Union List of Newspapers, which continues the titles from 1821-1936, now makes available an accurate listing of our newspapers to historians all over the country and attracts many out of state searchers to our library. As our maps are well catalogued, we have had an increased demand for them, early maps, especially property maps are used by genealogists and title searchers. Our resources are used for the basis of special feature articles in the newspapers and magazines and for radio talks.

We had 1573 visitors to our Society, a smaller number than last year, but the very inclement weather of the past winter was mostly responsible for this. We have, in addition to the letters sent to the Corresponding Secretary, replied to 261 inquiries by mail and many by telephone. These have consisted mostly of genealogical queries, with a smaller percentage of historical questions. In the fall of each year we always receive numerous requests from school children for pictures or any free pamphlets we may have on the history of New Jersey; one came from a pupil in California who had recently moved there from New Jersey and wished for some literature on her home state.

The interest of a greater percentage of our readers and our correspondents still lies in the genealogical field. In fact we have noticed a decided increase in that line, not only from experienced genealogists and from those who wish to join patriotic societies, but from amateur workers inspired by an interest in knowing whether or not his or her famliy has been

here more than two or three generations and what part they may have taken in establishing our independence and the American way of living. They like to know they have been here for several generations.

This increase in genealogical interest is one of three trends we have noted in the past year. The second is the interest in the political and economic history of the state during the early part of the nineteenth century. The colonial and revolutionary periods have been fairly well covered and the history of the next period is coming to the fore. Thirdly, there is an increase of out of state interest in our history. We have more requests for information from the middle and far western states, as well as requests from libraries and universities of that section for full sets, if available, of our *Proceedings* from 1845 to date. Of course California is interested in John W. Marshall who, born in Hunterdon County, discovered gold in that state.

In the past we have been unable to arrange exhibits of library material because of our limited staff. However, the Museum Committee has graciously aided us in this connection. This year, however, one exhibit was arranged by the library staff; this was in connection with the meeting last spring given to honor the delegates to the 1947 Constitutional Convention. It displayed a collection of material most of which was collected years ago, on the former constitutional conventions of our state, and was augmented with material on the 1947 Convention lent to us by the State Library through the courtesy of Mr. Sidney Goldman. A description of this exhibit was given in our July, 1948, *Proceedings*. Since then we have received from some of the delegates to the 1947 convention gifts of books, pamphlets, papers, etc. used at that time. As a result we now possess an interesting file of our own and have filed this material for the use of future historians of this period. In addition, we have received several hundred books, pamphlets, many manuscripts, collection of theatre programs, maps, historical clippings, mostly from the Woman's Branch, newspaper, Bible records, family charts, old account books, all listed each quarter in our *Proceedings*. We have also received on exchange basis, magazines published by out of state historical societies, as

well as a few New Jersey County societies. We have purchased some books and manuscripts and have added to our large collection of New Jersey imprints, books published in New Jersey from its first printing days until about 1850.

Each year we appreciate more and more the wisdom of our early members in collecting and preserving books, pamphlets, letters, diaries, documents of all kinds. We avail ourselves of this opportunity to remind our members that we are collecting for the future everything we can on New Jersey's present activities. This may not seem important now, but fifty or a hundred years hence when the history of our present period is being written and analyzed these same books, pamphlets, manuscripts, etc., may not be available elsewhere and it behooves us to collect and preserve them. So before you discard any you may have, please get in touch with us or send them to us and let us judge how important they are and we will preserve them. If you have any books, the subjects of which do not at the present time seem interesting, but which were printed in New Jersey prior to 1850, we would like to add them to our imprint file.

Our staff of two was increased the first of the year by the addition of an assistant, Mrs. Harold Dennis, who is in charge of the museum and who helps at times in the library. In spite of this extra help the work of accessioning and cataloguing our holdings is not up to date and our great need is a larger staff. This could be made possible by an increased membership and the Library Committee adds its plea to that of the Membership Committee for help from our members in obtaining this increase. It would greatly help our service to the public.

In closing I wish to thank Miss Coons and Mrs. Dennis for their helpful cooperation in carrying on our work, and our superintendent, Mr. Bianco, for his help in many ways including that in the newspaper stacks where he is often pressed into service when we have requests for many large and cumbersome volumes.

We look forward to another busy and useful year and hope we will continue to be of service to those who look to us for information.

MAUDE H. GREENE, *Librarian,*
For the Library Committee.

Report of the Corresponding Secretary

During the past twelve months our correspondence has continued to reflect a revival of interest in the fields of general and local history. This encouraging trend, which became apparent during the early months of 1946, has been conspicuous because of the greater number of such inquiries and their more important character.

As heretofore, questions relating to genealogy and biography represented a large percentage of our correspondence. Of a total of 351 letters received during the fiscal year 1947-48, 179 pertained to subjects in these categories; the others may be classified roughly as follows: 109 were historical and the remaining 63 related to bibliography, antiques and miscellaneous subjects. The number of letters written (including those whose purpose was to elicit information, as well as replies to correspondents) reached a total of 386. This number does not cover the correspondence and paper work pertaining to the abstracting, editing and publishing of the *New Jersey Archives,* handled by your Secretary, nor the numerous queries answered by our Librarian, Mrs. Maud H. Greene. I afford myself this opportunity to acknowledge my indebtedness to Mrs. Greene for the valuable assistance she has given me.

No noticeable diminution has been observed in the number of requests for our appraisal of attic impediments (frequently referred to as "family heirlooms"), usually represented as being "considerably over a hundred years old". When intrigued by a description of some interesting item and its possibilities as an addition to our collections, occasionally we have sought to learn whether the owner might be prevailed upon to part with it. "Yes, indeed, provided you will afford it a comfortable home, you may have Aunt Lucretia's trundle-bed for a small consideration". Judging from the price named, the owner was evidently a "top-rate" appraiser and really had no need of our help.

It his gratifying to announce that during the past year another volume has been added to the *New Jersey Archives* series. This is volume 40 and comprises abstracts of New Jer-

sey wills for the years 1806-09. Copy for volume 41, covering abstracts of wills for the years 1810-13, is now in the hands of the printer and should be ready for distribution early this coming spring. We are hopeful, it might be added, that the abstracting of wills for the years 1814-17 will be completed in time to submit copy for volume 42 to the printer before June 30, 1949.

To give some idea of the diversity of subjects on which information has been sought, I shall mention just a few: when and where were machine-made nails first manufactured in New Jersey; when did William King establish his cork cutting factory in Perth Amboy; did shingle riving in the sunken cedar forests of Cape May County become a major state industry; was the method used by the colonists in making oak splint baskets similar to that of the Indians; description of the process of making tallow and bayberry wax dips and candles; when did the mining of bog iron ore cease in New Jersey; information on Proprietary land grants; origin of local place names; dates when the counties of New Jersey were set off; location of early cattle trails; did Marshall's decision on the free use of all navigable waters mark the beginning of interstate commerce regulations; evidence that the College of New Jersey occupied the old Academy building in Elizabethtown.

According to popular opinion it would appear that, aside from the legendary Rip Van Winkle, George Washington spent considerably more time sleeping than any other American. Scarcely a year passes that our attention is not called to one or more houses in which tradition credits the General with having spent the night. This year was no exception. Three such reports were referred to us for verification, but careful inquiry disclosed that as usual they were all just old houses, in fact, non-existent during that long period when Washington was continually looking about for sleeping quarters. Since dwellings enjoying authentic Washington tradition, and not maintained as historic shrines, are exceedingly rare, those seeking to acquire such property are generally obliged to compromise for a building of lesser dignity. Recently we learned of such an incident. A middle-aged lady entered a small town real estate

office and asked whether they had a home for sale, preferably one with historic associations. Upon being asked what particular associations she had in mind, she replied, "Ah, a house formerly the headquarters of Washington; or, failing that, one in which he is known to have eaten a meal, danced, played cards or slept in the guest room." Although knowing of no such property, the agent politely requested her to accompany him on a drive through the village and its environs. After a short ride they drew up before a converted barn. Filled with righteous indignation, the lady exclaimed, "Do you think for one moment I would live in a barn?" The canny agent promptly replied, "Madam, you are evidently unaware of the importance of this building. According to the history books, George Washington's horse slept in this very barn for two nights during the memorable winter of 1779." That was enough; title passed on the following day.

Recently we were appealed to by a student seeking information on "Boston" Corbett and the underlying circumstances that occasioned the rash act whereby he sealed the lips of John Wilkes Booth, the only person who could have identified those whose influence prompted him to kill Abraham Lincoln. You may recall that about midnight on April 26, 1865, Booth was found hiding in a tobacco shed on the Garret farm near Port Royal, Va., and that shortly after his discoverey he was killed by a shot fired by Sergeant Thomas ("Boston") Corbett, one of a group of twenty-five soldiers who had been in pursuit of the fugitive. Little is known about Corbett or his whereabouts subsequent to that event. However, a careful search disclosed the following data which do not appear to have been recorded by historians. According to the Camden directories, Corbett resided in that city from 1870 until 1877. His occupation is given as both hatter and Methodist minister. The census of 1870 gives his age as 37 years, his birth-place as England, and his occupation minister of the Gospel. No evidence has been found that he was an ordained minister. The *New York Times* of May 2, 1865 refers to him as a religious enthusiast, a crack shot, and states further that he volunteered four times during the Civil War. It remained for a file of the [Newark] *Sentinel*

of Freedom in your Society's collection to add a few facts to our meager knowledge of this man. In the issue of Tuesday, October 10, 1876, we read: "Boston" Corbett who shot Wilkes Booth, lives in a little old forlorn-looking house at [328 Pine St.] Camden, N. J., where he has been visited by a correspondent of the *Philadelphia Sunday World*. This writer describes Corbett as short in stature, with a resolute and rather stern face. He is about forty years old, is very plain in dress, and his principal boast appears to be his devotion as a Methodist. He busily plies his trade as a hatter. He lives alone in his little house, doing his own cooking and house-keeping, and seeing nobody but the members of the little flock of Methodists, which meet nightly at his house and of which he is the head. Heaped together in one corner of his kitchen are half a dozen rough benches for the use of his congregation. He preaches and exhorts, and uses a Windsor chair for a pulpit. When asked if the name 'Boston' was not a nickname, he became rather angry, his eyes flashed, and holding high a Testament with the name 'Boston Corbett' printed on it in black ink said, pointing his finger at the name, 'Young man, there is my name; the only one I shall ever own. In Boston I was converted; there I met my Redeemer, and Boston is the only name I wish to be called by.' As he accompanied his visitor to the gate he said: 'On that eventful morning of my life, as I shot the assassion crouched like a savage beast in the recesses of the barn, I felt that I was doing my duty to God and my country. To this day I feel justified in my course. Were the ghosts of twenty assassins to rise against me, they could not disturb a calm Christian spirit.'"

The mystery surrounding Corbett's act stems from the fact that the troops surrounding the building in which Booth and his companion, David E. Herold, had taken refuge, were given strict orders that Booth at all hazards must be taken alive. Yet Corbett, who deliberately and without provocation disobeyed these order, when court-martialed not only received no punishment, but on the contrary was personally commended by Secretary of War Edwin M. Stanton, who declared: "The rebel is dead, the patriot lives," and added "He has saved us continued excitement, delay and expense—the patriot is re-

leased." When we recall that Stanton so frequently remonstrated with Lincoln because of his humanity in pardoning soldiers charged with lesser offences, it is not strange that scholars are inclined to believe Stanton's magnanimity in this instance was prompted by gratitude for an act that prevented any incriminating disclosures on the part of Booth. Corbett eventually went West . He was finally committed to a mental institution, from which he escaped and reputedly made his way into Mexico, where he is believed to have died.

One highly important inquiry related to the steamer "Savannah" which in 1819 made the first transatlantic voyage under steam. Little attention appears to have been paid by historians to this outstanding event, which, in large part, was accomplished through the ingenuity of two Jerseymen, Stephen Vail of Morristown and Daniel Dod of Elizabethtown. As the length of my report precludes a recital of this epoch making trip, I purpose to prepare a comprehensive account of both the vessel and her voyage which will appear in an early issue of our *Proceedings*.

ELMER T. HUTCHINSON,
Corresponding Secretary.

Report of the Museum Committee

During the past twelve months 175 gifts have been received by this Society for its Museum. Obviously they are too numerous to enumerate in this report, but you may be interested to hear about a few of them so that you can realize their great variety.

We have received women's costumes dating from Revolutionary times to 1935, and one elegantly embroidered man's satin waist-coat made in 1845; also infant's and children's clothes from the Civil War days to about 1880. Men's and women's gold jewelry has been given to us, including several pieces of hair jewelry, circa 1870. One momento of the past is a set of trousseau lingerie, every stitch done by hand, made for a bride of 1850. There are uniforms of World Wars I and II and Ration Books from World War II. There are Civil War pictures and an American flag which was flown in Colum-

bia, South Carolina on the day that Fort Sumter was fired upon, April 12, 1861.

A small gift, but one reminiscent of the past social life in this vicinity, is a membership pin of the Neried Boat Club, one of the several clubs along the Passaic River. From Civil War times to the turn of the century boat races and regattas on the Passaic were a delightful part of the life of Newark and the surrounding towns.

We have received several portraits; two of interest are of George Clark who came from Scotland to found the Clark Thread Company of America and William Clark, his younger brother, who came with George from Scotland and remained in this country to head the Clark Thread Company. With these last two portraits we received many old engravings of the Clark Thread Company showing it in various stages of its development.

Several old photographs albums have come to us and three scrap books made in 1860 and 1872, containing pictures of great interest. Among other gifts are photographs of historic houses, engravings of historical subjects, dolls and doll's accessories, bead bags and fans.

The Newark Orphan Asylum, which closed its doors in 1947, after 100 years of existence, presented to us many large and small articles from the old building on High Street.

One of the most valuable acquisitions is a Duncan Phyfe sofa, which was made for Theodore Frelinghuysen in the early 1800s.

All of these accessious have been acknowledged, card indexed and either placed on exhibition or put safely away, and all have been listed in the "Proceedings". The donors have been members of this Society, friends, strangers, Historical Societies and the Newark Museum. Each gift has value either for exhibition purposes or for information. People frequently come to this building and ask for a picture of a certain noted person or house or event, or request information about the manners or modes of the past eras. Often this information we can supply because of our many interesting possessions.

Exhibits have been changed from time to time, cases and their contents have been kept clean, and the Museum Committee

from the Woman's Board met at the Building in the early summer to assist in closing the third floor gallery for the summer, and again in the autumn to open the exhibits there for the winter season.

During the summer three of our most valuable paintings, Sir George Carteret, Dirk Brinkerhoff and Col. Robert Gibbon Johnson were sent to the Old Print Shop in New York for restoration. They have been returned and the restoration work is most successful. The Woman's Branch is defraying the expense of this work and our sincere thanks go to them.

The Museum Committee wishes to thank Mr. Bianco for his efficient and always cheerful assistance. Each task is done promptly and well and his help is invaluable.

Wilson C. Ely, *Chairman.*

REMARKS OF ALEXANDER H. ELDER ON THE PRESENTATION OF THE SHIP'S BELL OF THE FERRY BOAT "BAYONNE"

Mr. Bradley, ladies and gentlemen, Mr. E. T. Moore, our Chief Executive Officer, who had planned to make the presentation today, asked me to express his regrets. He has been tied up in the hearing of our Commutation Fare Case for almost three weeks and the end is not yet in sight. Judge Walter P. Gardner, our Trustee, had planned to be present but he is detained in New York at another hearing before the Interstate Commerce Commission and he also regrets his inability to be here. Thus it happens that as a member of this Society and also an officer of the Jersey Central Railroad for over 30 years, I have the unexpected pleasure, acting in Mr. Moore's place, to make this presentation.

Today it is difficult for us to realize that Manhattan Island below 14th Street was already a thriving metropolis before either the steamboat or the steam locomotive was invented. It is recorded that when General Washington went from Philadelphia to Cambridge to take command of the Continental Army, the trip on horseback and by stage coach consumed 11 days. A few decades later the age of steam was ushered in by Fulton's steamboat and now, after the passage of a little over

a century, we bring you a memento of the fast disappearing steam age of transportation.

The early development of the Jersey Central Railroad was induced and aided by the then existing ferry service from Elizabethtown to the Battery in New York. The history of our railroad, therefore, has been intimately associated with the history of our ferry and so we wish to have this ship's bell of the Ferryboat Bayonne permanently preserved in order that coming generations may have this reminder of the fine ships and fine men that have been serving the people of New Jersey for the last 130 years.

It happens that the Jersey Central is the only major railroad in the state that is being operated by a New Jersey corporation. For this reason, it seems most fitting that the New Jersey Historical Society should be the permanent custodian of this bell.

The Ferryboat Bayonne served for 34 years and could have performed many more years of service. She was built, however, for service between Communipaw and West 23rd Street, New York and she became surplus property when the railroad ferry service between Communipaw and West 23rd Street, New York, was abandoned a few years ago. I call your attention to the fact that the cabinet on which the bell stands was constructed in our own shops and is made of the ship's own panelling. These also are her tattered flags.

In parting with the bell, a simple ceremony seems proper—the striking of 8 bells to mark the end of her faithful service. It is a tradition of the Jersey Central that service is a lifetime career and in countless cases son has succeeded father in that service. There was an Engineer on our Elizabethport ferries who served for 51 years before retirement. He left a son, still in the service, who has already served for 52 years, 44 of which were as Master of the Communipaw Ferry. That son is here today. Mr. Bradley, I take pleasure in introducing Mr. William Whittaker, who will strike the bell as it passes from active duty into the custody of your Society.

THE HISTORY OF THE COMMUNIPAW AND ELIZABETHPORT FERRIES FROM 1661 TO THE PRESENT TIME

FRANK MCINTIRE

Manager Marine Department
The Central Railroad Company of New Jersey

Perhaps no railroad in America is more closely bound to its ferries than the Jersey Central.

Many of the early railroads were built from the sources of raw materials toward tide water, establishing railheads across bays or rivers from industrial and trading centers, and then purchasing existing ferries. But the Jersey Central reversed this process of development. The railroad grew out of the ferry and was built *from* the industrial center of New Jersey—Elizabethtown—*toward* the sources of raw materials. In its early perilous days when its survival hung in the balance, only the aid given it by the ferry kept it alive. The ferry was the parent of the railroad.

The ferries of the Jersey Central have covered five distinct operations, two of which survive. These are the Communipaw Ferry and the Harbor Freight Ferry. The Elizabethtown Ferry and the Sandy Hook boats each served for eighty years, the deep-sea towing fleet for half as long. Our men today are as competent and courageous as any that have served since our Elizabethport Ferry first adopted steam one hundred and thirty years ago. But in this colorless, gasoline driven age of progress, the clang of the engine room telegraph lacks the glamour and romance of the massive figure of Captain Cornelius Vanderbilt, in beaver hat and frock coat, tapping signals with his cane on the deck of the "WATER WITCH" to his engineer below. Or of Captain Cates, the first master licensed in the Port of Boston, taking the wooden-hulled "WILKES - BARRE" through winter storms in the open sea around Cape Cod to deliver her cargo of coal to the hard-pressed ports of northern New England Or of the brothers, Julius and Samuel Martin of Sayreville, who a hundred years ago, on the news of the discovery of gold in California, built the schooner "ROE" on the

banks of the Raritan, and with a party of thirty other Jerseymen sailed her through the Strait of Magellan to San Francisco, and ended their long and useful careers as masters of our "SANDY HOOK" and "MONMOUTH." True to the Jersey Central tradition, Captain Julius left a son who served on our ferries for more than half a century, and it is the bell of Captain Elmer Martin's last command that we have brought here today so that coming generations shall not forget the age of steam

The first record of an organized ferry between Manhattan Island and New Jersey appears on December 22, 1661, when the Schout and Schepens (mayor—sheriff and council) of the village of Bergen, granted to William Jensen provisional permission "to work a ferry between Bergen and the Island of Manhattan". Governor Stuyvesant and the provisional council ratified their action as being "to the best advantage of the inhabitants".

Jensen's ferry operated from a point near where the Communipaw Station of the Jersey Central now stands, near the foot of Communipaw Avenue, Jersey City, nearly a mile inland today, to the old landing on Manhattan, at the foot of the present Battery Place. This became known as the Communipaw Ferry. The boats used in these early days were rowboats, and small decked sailboats known as "periaugres".

Jensen remained ferryman for eight years, and then, in June 1669, Governor Carteret of New Jersey leased the Communipaw Ferry to Pieter Hetfelsen for three years, he to be "the only and constant ferryman", with the privilege of renewal of the lease unless the inhabitants of the "town aforesaid have any just Exceptions against him". All persons were prohibited from usurping Hetfelsen's rights under penalty of a fine of ten shillings and the additional ferriage which they might have collected—the fines to be paid to Hetfelsen. Any person, however, was permitteed to keep his own boat or canoe for the use of his family. The ferryman was required to maintain one good and "sufficient" boat, or more, and, while expected to provide transportation at any time, was particularly enjoined to arrange with the inhabitants of Bergen and Communipaw for

three days of the week when at appointed times he would be at their service. The Governor and his family were to have free transportation—a custom now extended by law on all railroads in New Jersey for all State officials.

John Tymensen succeeded Hetfelsen as ferryman in 1672. Little is known of the ferry thereafter although in 1783 Aaron Longstreet advertised that he "would take passengers to Communipaw to connect with the stage running to Newark and Philadelphia". The Communipaw Ferry seems to have fallen into disuse about 1783 when the British evacuated Paulus Hook, only to be revived eighty years later by the New Jersey Central Railroad.

We must now turn to one of the oldest settlements in New Jersey, Elizabethtown. In 1803 Morris Hatfield and Son of Elizabethtown were advertising "a new and handsome ferry-boat, called the "FREEDOM," to sail out of the Creek from Mr. John DeHart's dock, the Market House, or from the several other docks between, as is most convenient, for New York, every Monday, Wednesday and Friday and return the succeeding days of the week".

In 1804 two men established a ferry between Elizabethtown and New York which had a more far-reaching effect on transportation in America than any transportation line started up to that time. Both were politicians. Both were lawyers. Both were wealthy. They started the ferry because they saw an opportunity to make money for themselves. The profit motive was at work and the people benefited. These men were Thomas Gibbons, a Southern planter, and Aaron Ogden of Elizabethtown. Thomas Gibbons was born near Savannah, Georgia, on December 15, 1757.

Gibbons purchased a great tract of land in Elizabethtown, along Staten Island Sound, in 1803 and later purchased a summer home in the town. With his only son, William, he invested heavily in real estate in New Jersey and New York and in transportation and banking enterprises. His land along the Sound carried with it certain ferry rights which were of great value in the establishment of the ferry.

Aaron Ogden was born in Elizabethtown on December 3,

1756, a descendent of early settlers in New Jersey. He was carefully educated and then attended Princeton College, graduating in 1773.

Ogden and Gibbons were joint owners of the ferry. The ferry leased the ferry rights and landings from Gibbons, who in turn, leased his half of the ferry to Ogden for a ten year term expiring in 1814. In 1812 Gibbons deeded his half of the ferry in trust for his only daughter, Ann. The following year Ogden became interested in a new stagecoach line to the Delaware and wished to continue in control of the ferry. When the renewal of the lease was under discussion, bad feeling developed between Ogden and Gibbons. Ogden had failed to add new sailboats as required by the lease and claimed that he understood that Gibbons had agreed to buy or sell half the ferry at a price to be arranged. The lease was renewed but Gibbons was not satisfied and no longer trusted Ogden.

Chancellor Robert R. Livingston of New York, brother-in-law and former partner of John Stevens in his early steamboat development, had left Stevens in 1801 to become American Ambassador at Paris where he negotiated the Louisiana Purchase from France. Fulton was then experimenting with steamboats on the River Seine and soon interested Livingston in his work. Fulton was familiar with the details of the work of John Fitch, and Livingston was well acquainted with the progress made by John Stevens of Hoboken. Livingston had political connections—in fact, he was the political connection that others sought —and he was very wealthy.

On his return to New York, Livingston obtained from that State the exclusive right to navigate the waters of New York by steam for twenty years. Under this grant the State of New York claimed the rights to all waters adjoining her shores up to the high water mark on the opposite shore. She forbade residents of New Jersey to use their shores or the waters adjacent thereto for steam navigation without the consent of the Livingston - Fulton monopoly. This state-created monopoly, backed by Livingston's money and political influence, assured the "CLERMONT's" success, if Fulton could make her run.

John Stevens of Hoboken was the leading engineer and naval

architect in America. He had become interested in the possibilities of steam navigation in 1787 on seeing some of Fitch's experiments on the Delaware. In 1789 he applied unsuccessfully to the New York Legislature for the exclusive right to operate steamboats, which was later granted to Livingston and Fulton. In 1798 he built a successful steamboat on the Passaic River.

In 1808, the year following the trials of Fulton and Livingston's "CLERMONT." Stevens completed his "PHOENIX" at Hoboken, the first all American steamboat and built in New Jersey. (The machinery of the "CLERMONT" was imported from England.) This brought the Livingston - Fulton forces into action. Livingston advised Stevens to keep the "PHOENIX" off the Hudson and suggested that she be run to New Brunswick, on the Raritan. The following May (1809) she made her first trip, opening the first regular steam transportation route in America. She made stops at Elizabethtown Point, Perth Amboy and other points along her route. This was the beginning of regular steam navigation between New York City and Elizabethtown, which continued for eighty years and became the oldest link in the Jersey Central Railroad system.

Almost before Stevens was advised to put the "PHOENIX" on the New Brunswick run, Fulton and Livingston were building the "RARITON" to drive her off. Rather than fight a losing battle with the monopoly, Stevens withdrew the "PHOENIX." The "RARITON" went on the run on June 20, 1809. She was Fulton's second steamboat, the first built for a commercial route on which she spent her nine years of useful life. Her American-built machinery included a copper boiler built by Paul Revere. For a time, she too, became unprofitable because of competition.

On June 10, 1809, under command of Robert Stevens, the "PHOENIX" headed for the Narrows and across Lower Bay to the Horseshoe, where she anchored for the night, protected by Sandy Hook, The next day she put out into the open sea on his history-making voyage around New Jersey. Although

Jersey built and Jersey owned, she found no safety in her native waters.

In 1812 Aaron Ogden had been elected Governor of New Jersey and served for one year. In the fall of 1813 he pushed through the Legislature a bill giving himself the exclusive right to navigate the waters of the State by steam. He justified this by his purchase of similar rights granted to John Fitch which he purchased from Fitch's executor. In 1811 the Legislature had passed an act provided that any New Jersey steamboat owner whose boat was seized in New York for violating that state's monopoly, could seize any New York steamboat found in New Jersey waters. Thus fortified, Ogden put a steamboat, the "SEA HORSE," on the ferry to New York. Immediately the Fulton - Livingston monopoly went into action, starting litigation which demanded a very high price for the right to operate in New York waters. For a time the "SEA HORSE" was operated to Bedloe's Island where her passengers were transferred to the city by "horseboat". The monopoly forces carried the fight to New Jersey and with Stevens' help, petitioned the Legislature to repeal the exclusive grant to Ogden. Ogden, a Federalist, had not endeared himself to the Republicans while Governor and this gave them the chance to get back at him. Without consideration of the best interests of the people of the State or of justice, the legislature repealed the act, which again gave the New York monopoly control of New Jersey navigation.

Infuriated by the action of his own state, Ogden carried the fight to the enemy. He went to Albany and attacked the monopoly on constitutional grounds and made so strong a presentation of his case that the repeal of the Fulton - Livingston monopoly lost by only one vote. This was too close to suit Livingston for it showed that he could not rely solely on his political power. It seemed best to take the enemy into camp before it was too late. So Ogden received the right to operate a steamboat on the ferry at a reasonable price and the "SEA HORSE" began running directly to New York in 1815.

Shortly after renewing the ferry lease to Ogden, Thomas Gibbons got into a family fight and woke up one day to find he

had a son-in-law and he did not like it. His conduct toward his wife, who had sided with his daughter, Ann, and her husband, John Trumbull, was so shocking that he was soon without friends. Being a man of action he cut loose from the family and his former friends with threats and insults which today would land him in a psychopathic ward. But he had money and lots of fight and put on an exhibition of bad taste never before seen in the Old Borough. He had so many new enemies that he had forgotten his disagreement with Ogden for the moment, but this was revived to its greatest heat when he learned that Mrs. Gibbons had consulted Lawyer Ogden on family matters. Gibbons was vindictive, stubborn, ruthless and resourceful to an extent never before seen in the public affairs of New Jersey. To Gibbons, Ogden was the cause of all his trouble and he must crush him, ruin him and that he accomplished by starting a rival ferry to New York. He had money and owned much real estate which would serve as landings both on the Sound shore of Elizabethtown and New York. He purchased the little steamboat "STOUDINGER" or "MOUSE OF THE MOUNTAIN" and ordered the building of a fine new boat, the "BELLONA." But above all else he needed a man, a man with the courage and loyalty to carry the fight to the enemy and win.

It is not surprising that in 1818 Thomas Gibbons' hunting for a master for his vessels he should select the ablest sailor in New York, Corniel, the Boatman.

Captain Cornelius Vanderbilt, then twenty-four, owned an established ferry between New York and Staten Island and had an interest in two coasting schooners. He was reputed to be worth $15,000, all earned in seven years. He could have retired from the hard life of the boatman and led the easy life of a capitalist. But he saw the time not far off when steam would replace sail, his sail boats would be replaced by the new power of which he knew nothing. He was glad to become Gibbons' captain at a salary of sixty dollars a month and half the profits of the bar. He was also to have the old hotel at the New Brunswick landing which his wife, Sophie, could run. So on the 26th of June, 1818, a contract was signed and Vander-

bilt entered the field of steam transportation in which he cecame the richest and one of the most powerful men in the world. It also marked the beginning of the "Jersey Central" with the development of which Vanderbilt played a very important part for forty-five years, longer than he was connected with any other transportation enterprise.

Vanderbilt brought to his new work a reputation for fair, if hard dealing. In his accounts he was scrupulously honest. His word could be relied on. No investor in any enterprise he managed ever lost money. His lack of formal schooling gave him an unpredictable use of grammar which was always expressive and forceful. His vocabulary of profanity was unsurpassed and he used it freely. He saved his money but was generous with his family.

With Vanderbilt in command of the fine, new "BELLONA", Gibbons was able to carry on an aggressive fight against both Livingston and Ogden. At times when it seemed profitable they all worked together and then the fight in the courts and for business would be on again. But Gibbons and Vanderbilt would never give up and could not be bought off. The legal battle did not go well for Gibbons in New York and he appealed to the Supreme Court of the United States. He realized the danger of an adverse ruling there and would take no chances, so he sent Vanderbilt to Washington to retain Daniel Webster and the Attorney-General of the United States, William Wirt, to plead his case. The case dragged along and Gibbons, then sixty-six, fell ill. He pleaded with his attorneys to hurry matters along so that the decision might come in his lifetime. The case was heard in 1824 and Chief Justice Marshall upheld Gibbons and declared the New York monopoly inoperative as concerned interstate commerce. The effect of the decision in Gibbons vs. Ogden was to make New York a free port for steam navigation and it lifted the restraint on American steamboat navigation.

Of the contestants in this litigation, Gibbons had the satisfaction of victory, but his health was broken and he died on May 16, 1826 at the age of sixty-eight. Ogden had maintained his reputation during the litigation and received many honors.

He had lost his entire fortune and was forced to live on his army pension. To Vanderbilt it brought the satisfaction of victory in a good cause.

After the death of Thomas Gibbons, Vanderbilt leased the Elizabethtown Point Ferry from William Gibbons for seven years. Gibbons was selling off his boats and Vanderbilt was buying them cheap. Vanderbilt was looking for bigger fields on the Hudson and Long Island Sound but still kept the Elizabethtown Ferry after his line to New Brunswick was closed in 1829.

With the chartering of the Camden and Amboy Railroad and Transportation Company in 1830, railroad transportation caught the public fancy. Governor Williamson and his friends met in the Long Room of David Sanderson's Union Hotel at Elizabethtown to discuss plans for a railroad from Captain Vanderbilt's ferry at Elizabethtown Point to Somerville, from which it might be continued to Belvedere or Easton and to the coal fields to the west. Out of these meetings grew the Elizabethtown and Somerville Railroad, chartered by the State Legislature on February 9, 1831. The construction of the railroad did not get under way until 1835 and might not have started then had it not been for a real estate speculator from Brooklyn.

In 1835 Edward Kellogg and his associates purchased a large tract of land at Elizabethport and filed a map of "The New Manufacturing Town of Elizabethport". They offered manufacturing sites for sale and induced industries to locate there. Transportation became of paramount importance to the success of their venture, so Kellogg, and his associates formed the "Associates of the New York and Elizabethport Ferry Company," which leased from Captain Vanderbilt the ferry rights, real estate and boats which was the continuation of the ferry of Thomas Gibbons. His son, William Gibbons, had inherited the property and in turn leased it to Vanderbilt, and later sold him some of the boats and other property. Included in the ferry property was the right of way for a railroad up Broadway, Elizabethport, west from the Staten Island Sound.

In 1835 plans for the railroad were progressing and the following spring construction of the railroad was commenced by

the contracting firm of Colket and Sterns, under the supervision of the railroad company's engineer, James Moore. (John O. Sterns of the contractors became a director of the Elizabethtown and Somerville Railroad and the Central Railroad of New Jersey and superintendent for much of the time until his death in 1863. The railroad put up a $700 monument on his grave in Evergreen Cemetery, Elizabeth.) James Moore built the road to Somerville, and then left for sixteen years, returning to build the South Branch and extension to Jersey City, remaining with the "Jersey Central" until his death in 1897. The first line of the railroad was built from the ferry terminus at the foot of Broadway, up the ferry company's right of way to a point north of Trumbull Street just east of Spring Street where it swung along what is now the main line of the "Jersey Central." At Jefferson Street, two blocks east of Broad Street, it turned south into Jefferson and continued to Water Street, now Elizabeth Avenue, where it turned west past the Union Hotel and north into Broad Street, ending in front of David Sanderson's livery stable, directly across the street from the First Presbyterian Church.

The contractors, as was customary, not only took securities in payment of their work, but assumed operation of the railroad until it was completed. So Sterns, for the contractors, leased the entire Elizabethtown and Somerville Railroad with its entire passenger equipment consisting of one four-wheel passenger car to David Sanderson, the proprietor of the Union Hotel. So on July 4, 1836 the "Town Car" started operation to connect the town with the ferry, and continued in operation for twelve years. Sanderson supplied the horses which were harnessed tandem so they could walk between the rails.

In 1839 Kellogg and the "Associates" purchased the ferry from Vanderbilt and turned it over to a New Jersey corporation, incorporated March 6, 1839, known as "The Elizabethport and New York Ferry Company". This company is still active and is the oldest in the Jersey Central family.

The boats which had operated on the route of the ferry up to this time were as follows:

John Stevens' "PHOENIX" ran for a short time before

being driven out of New York waters by the Fulton-Livingston monopoly.

The "RARITON", built by Fulton, drove off the "PHOENIX" in June 1809 and ran off and on for nine years. Then followed the "ATLANTA" (1816) and the "OLIVE BRANCH" (1816).

The first threat to the Fulton-Livingston steamboat monopoly came from the "SEA HORSE," built at Elizabethtown by former Governor Aaron Ogden and his partner Daniel Dod. She was the first steamboat with a "walking beam". She was operated on the ferry between Elizabethport and New York established by Ogden and Thomas Gibbons 1804, in which Gibbons had leased his half to Ogden for ten years and renewed the lease for a like period in 1814. The near-success of Ogden's attack on the monopoly before the New York Legislature forced the monopoly to come to terms with him and grant him the privilege of operating steamboats on the ferry at a reasonable price.

In 1818, as a result of his disagreement with Ogden, Thomas Gibbons purchased the little 25-ton steamboat "STOUDINGER" or "MOUSE OF THE MOUNTAIN" (1817) and ordered the fine 116 ton "BELLONA".

By 1835 two boats transferred from the Hudson were on the ferry, the "CINDERELLA" (1831) and the "WATER WITCH" (1831). The "CINDERELLA" had been built by Daniel Drew while the "WATER WITCH" had been built by Capt. Vanderbilt. The "CINDERELLA" was sold at auction by the ferry company in 1843 but the "WATER WITCH" lasted until about 1855.

In 1839, when Vanderbilt sold the ferry he was turning his attention toward larger transportation fields. As late as Oct. 10, 1843 he owned no stock in the ferry company. On Feb. 7, 1844 he wrote the following letter to Chauncy St. John, President of the ferry company:

"Sir

Yours of the 6th inst is recd, inquiring whether I will accept of the appointment of the General Agency of the Elizabeth

Port and New York Ferry Co.; if so, at what salary?; As I am a large stockholder in that Company, & up to this time the Concern has never been enabled to give the stockholders a divident, & believing that it can be made to pay a fair rate of interest, provided it is judiciously managed; I will accept of the agency for the sum of Two Thousand Dollars per annum.

Yours Respectfully

C. VANDERBILT"

The stockholders list of November 20, 1844 shows that Vanderbilt had acquired 490 of the 638 outstanding shares of the ferry company stock. This stock was purchased largely from Edward Kellogg and his associates from New York.

The Elizabethtown and Somerville Railroad was incorporated in 1831 and commenced construction of its line from the Elizabethport Ferry west toward Somerville in 1835. The ferry company owned a right of way for a railroad track in Broadway, Elizabethport, which it rented to the railroad. The first service on this railroad was opened July 4, 1836 as far as the corner of Water Street (now Elizabeth Avenue) and Broad Street, Elizabethtown. (Elizabethtown became Elizabeth in 1857 when Union County was taken from Essex.) Plainfield was reached on January 1, 1839 when the first steam locomotive was put in use, and the Yellow Tavern, a quarter of a mile east of Bound Brook became the terminus a year later. The "Town Car" between Broad Street and Elizabeth Avenue continued to operate until 1848. With the completion of the railroad to the Yellow Tavern there were no funds for carrying the railroad any further. Its income could not any more than cover expenses and there was nothing to attract investors. The ferry company looked forward to increased business upon completion of the road to Somerville, so undertook to finance the purchase of right of way, engineering costs and other materials. To do this it sold its property on Marketfield Street (now Battery Place), New York, the present site of 17 Battery Place, and mortgaged its real estate at the Port. Advances were also against notes received by the railroad in payment of stock subscriptions. The financing by the ferry com-

pany made the completion of the railroad to Somerville possible.

In 1844 the creditors of the Elizabethtown and Somerville Railroad met and tried to work out a solution of its financial troubles. This ended in a suit in the Court of Chancery and a sale of the assets at auction to Coffin Colket and John O. Sterns, who represented the bondholders and creditors.

On May 1, 1846 "The Elizabethtown and Somerville Rail Road of 1846 (Under the purchase of the decree of the Court of Chancery)" was organized and the following directors were elected:

Cornelius Vanderbilt	John Kean	John O. Sterns
Elisha Peck	Coffin Colket	Wm. E. Dodge
Stephen Vail	Garret D. Wall	Benj. Williamson

Vanderbilt appears to have been the largest stockholder. The "E&S" of 1846 continued to operate the railroad while plans were being made to obtain a charter for a new corporation. On Feb. 26, 1847 the Somerville and Easton Rail Road was formed. This charter was amended in 1849 to permit the "S&E" to purchase the "E&S" and thereafter be known as The Central Railroad Company of New Jersey. This became effective on April 1, 1849.

On August 18, 1847, a group of stockholders led by Capt. Vanderbilt agreed to purchase $200,000 of the capital stock of the railroad and to advance this amount for the construction of the railroad from Somerville to the White House road. In March, 1849, the stockholders of the "E&S" agreed to transfer its property to the "S&E" to form the Central Railroad of New Jersey and this agreement shows that Vanderbilt owned 2,000 shares or one-quarter of the total. He became a director of the "S&E" and remained a director of the "Jersey Central" until he resigned in 1852.

On March 9, 1847, the minutes of the directors of the "E&S" of 1846 show the following:

"That the offer of Capt. Vanderbilt for the lease on the part of the Elizabethport and New York Ferry Company to this Company of all the interest and property of the Ferry for the term of five years at an annual rental of $7,000, payable quarter-

ly, with the privilege of purchasing all his interest in the entire property at $100,000 at any time within three years be accepted, and that B. Williamson, Esq. be a committee to draw up the lease and etc."

On Feb. 26, 1848 Vanderbilt offered to sell the "E&S" of 1846 his interest in the ferry, which was accepted, "provided, in the opinion of Messrs. Williamson, Frelinghuysen and Johnston, they can so arrange the papers that it can be legally done by the Company, so that this company may in some way control the Ferry under the contract with Capt. Vanderbilt." The railroad was forbidden by its charter to own or operate a ferry. Williamson was the future Chancellor of the State. Johnston was John Taylor Johnston. Frelinghuysen was Frederick T., the grandfather of your treasurer.

Agreement between C. Vanderbilt and Elizabethtown and Somerville Railroad of 1846, dated Feb. 20, 1848:

Vanderbilt agrees to sell on Mar. 1st 1849, 530 shares of Ferry Co. stock of $500 par, the whole issue being 638 shares, for $105,000 payable in the bonds of the railroad company as follows:

$20,000 already created but not issued being part of those secured by 1st mortgage on the railroad
5,000 in bonds payable on or before July 1, 1855
10,000 July 1, 1856
July 1, 1857
July 1, 1858
July 1, 1859
July 1, 1860
July 1, 1861
} all at 6%, payable semi-annually

In order to secure payment of $85,000—450 shares of Ferry Co. stock shall be transferred into the name of the Cashier of the Bank of the State of New York as trustee.

Vanderbilt to resign as Agent for Ferry and surrender to the railroad all real estate, the boat "WATER WITCH," wharves, fuel, horses, cars, books of account and monies received after Mar. 1, 1848, etc.

Vanderbilt continued a director of the ferry company until after the last bond was paid off and resigned in 1863, thus

being connected with the Elizabethport Ferry from 1818 to 1863, 45 years, longer than with any other transportation enterprise.

After the sale to the railroad, the ferry company became a subsidiary of the railroad and has continued to the present time.

Of the boats on the Elizabethport ferry, the "WATER WITCH" continued to be owned by the Ferry Company. The "E&S" of 1846 purchased the "RED JACKET" in 1848 and she was transferred to the Central Railroad of New Jersey on April 1, 1849, becoming the first steamboat owned by this railroad. She burned in 1868 and the following year the railroad built the "CHANCELLOR" and used the "RED JACKET's" engine in her. This engine later went into the ferry "NORTH BEACH" and continued in service for more than sixty years.

The "WYOMING", built at Elizabethport in 1852 was the next steamboat. She was a passenger boat and not adapted for freight and was sold a few years later. Then came the "KILL VON KULL" a freight boat, but rebuilt for passengers in 1881. She burned at Elizabethport in 1889. The "CHANCELLOR" was the last boat built for the Elizabethport run. The "KILL VON KULL" and the "CHANCELLOR" were run to Atlantic Highlands at times in the 1880's, before the Sandy Hook boats ran there and before the town had a railroad connection.

In the early 1850's, the "Jersey Central" tried to get a supplement to its charter which would permit it to bridge Newark Bay and build to the Hudson. Each attempt was blocked by the Camden and Amboy - New Jersey Railroad monopoly. Neither wanted any competition and the New Jersey Railroad had succeeded to the rights of the "Associates of the Jersey Company" and its monopoly of the entire waterfront of Jersey City as far south as South Cove. Below that was Communipaw and the oyster beds with no land suitable for a railroad terminal. In 1859 the "Jersey Central" had the usual discouraging reports on its attempt to extend to Jersey City when, without notice, the Legislature granted its supplement. The cause was trouble between the New Jersey Railroad and the Camden and Amboy. The Camden and Amboy saw danger of being shut out of New York, so permitted the Legislature to allow the "Jersey Central" to reach the Hudson and at the same

time obtained a charter for itself for a railroad to cross the "Jersey Central" near Aldene, thus permitting the Camden and Amboy to reach New York over the "Jersey Central".

As there was no land at Communipaw on which to build a terminal, the "Jersey Central" has dumped over 20,000,000 cu. yards of fill and made the finest terminal in the Harbor. To reach it, it was necessary to build the Bay Bridge and the people of Newark did not like it, for, they thought, it would obstruct navigation. Hardly had it been built than attempts were made to destroy it by running into it with loaded boats. There is more than a chance that some of this was suggested by the Camden and Amboy - New Jersey Railroad who again made friends and did not like the "Jersey Central" reaching New York. Twice when the Bay Bridge was put out of service by these arranged accidents, the Elizabethport ferry again picked up the train passengers and took them to New York. But after 1865 it became a local ferry, carrying passengers and freight between Elizabethport, Bergen Point, Port Richmond, Bay Ridge and New York. In 1889, after the burning of the "KILL VON KULL", the "CENTRAL" from the Communipaw Ferry took her place until the ferry was closed down later that year. It had been operated for fifty years by the present company. The "CHANCELLOR" was sold to the North Beach Ferry and was junked about ten years later at Perth Amboy.

As the building of the extension of the "Jersey Central" to the Hudson progressed, the need of modern double-edged ferryboats became clear. With his progressiveness, John Taylor Johnston ordered Devine Burtis to build at his yard at Red Hook the hull of a ferry boat larger than any then in New York Harbor. The hull was then towed to Newburgh where the Newburgh Iron Works installed the boilers and machinery and then the joiner work by Shaw and Company was completed there. This was the "CENTRAL." A few months later Burtis received a second order, for the "COMMUNIPAW". These fine ferryboats were ready for service when the railroad was first opened to Communipaw in August 1864 and continued in service until the turn of the century.

With the opening of the extension to the Hudson the busi-

ness of the railroad increased very rapidly. It carried all the New York business of the Lackawanna, Lehigh Valley and most of the Pennsylvania traffic to Pittsburgh and the west, but was denied any part in the New York - Philadelphia traffic by the state-created monopoly of the Camden & Amboy Railroad. As business grew more boats were needed and the "ELIZABETH" was built in 1867 and the "PLAINFIELD" in 1868. These were much like the two earlier ones. All had walking beam engines and round pilot houses. The engine room was on deck on the New York end and the engineer often aided the Captain in getting in and out of the slip.

In 1874 the railroad decided the time had come for an uptown ferry and built a ferryhouse at the foot of Clarkson Street, a few blocks below Christopher Street. The "FANWOOD" was built for this run, the name being taken from the new station on the cutoff between Westfield and Plainfield which cut out the line through Scotch Plains. This station was the pride and joy of John Taylor Johnston and is said to be named for his wife, Frances. The Clarkson Street ferry lasted only a few months.

In the early days all ferryboats in New York were painted white. The "COMMUNIPAW" was the first "Jersey Central" boat to come out in a neat coat of cream paint. In 1892 all were painted dark green. The "FANWOOD" was equipped with electric lights in 1883 and it worked so well that all equipment has since been so equipped.

In 1892 the Baltimore and Ohio wanted a ferry connection with its trains, which came in over the "Jersey Central," to the foot of Whitehall Street, New York, where its Staten Island ferry landed. This would make a direct under-cover connection for their passengers, via the Third Avenue "L" with the Grand Central Station and with many other points in the city. The "Jersey Central" then ordered two new ferryboats. These were the "MAUCH CHUNK" and the "EASTON", the first double deck boats. They were delivered in 1893 but the ferry was not ready for them and they were chartered to other lines for about three years, when they were put on their own run. In 1901 the City of New York decided to buy the

Staten Island ferry and the "Jersey Central" got notice to get out. As these small boats were not suitable for the heavily traveled Liberty Street ferry, it was planned to put them on the new uptown ferry then planned. One trial trip on the run to 23rd Street showed them useless for that run because of lack of boiler capacity. The "EASTON" was sold to the 125th Street Ferry and became the "LEONIA". The "MAUCH CHUNK" was sold to the Delaware River Ferry Company (Reading) and became the "MARGATE".

The "PLAINFIELD" was the first of the sidewheelers to go. She burned to the water's edge at the Communipaw shops on Sept. 8, 1900. The "ELIZABETH" burned on Oct. 22, 1901. The "CENTRAL" was scrapped in 1902. The "FANWOOD" and the "Communipaw" were towed to Gregory's bone yard at Perth Amboy and were burned with the other hulks on July 4, 1906 when a skyrocket cleaned out the yard.

Of the new fleet, the "LAKEWOOD" and the "BOUND BROOK" came out in 1901, the "RED BANK" in 1902. All of these boats except the "PLAINFIELD" were built by Harlan and Hollingsworth at Wilmington, Del. The "PLAINFIELD" was built at Elizabethport and completed in 1904. about fifty years since the railroad had built a ferry in New Jersey. These four boats had upper deck landings added after they were in service. The "WILKES-BARRE" and the "ELIZABETH" were altered at the shipyard for upper deck landings. They came out in 1904 and were intended for the 23rd Street run that was opened that year. The "CRANFORD" and the "SOMERVILLE" came out in 1906 with upper deck landings and with doors at the front of the upper cabins, as did the later boats. Each succeeding boat had increased power but with little change in design. The "WESTFIELD" came out in 1911 and the "BAYONNE" in 1913. The "BAYONNE" had a spoon bow and was intended to be able to throw the water ahead of her instead of taking it on deck and wetting the horses in cold weather. There was a case where a horse froze to the deck. Instead of throwing the water ahead, the "BAYONNE" played submarine and stuck her nose into

it. Water at times would run her entire length and go over her stern. This was later remedied.

With the ever-changing currents of travel the 23rd Street ferry was abandoned Nov. 14, 1941. During the war all the boats were kept busy carrying troops and in other necessary services. With peace, there were too many for the Communipaw ferry and three of them have gone, although many years of service remained in them. There was no question of age or declining usefulness, but there were too many for the remaining service.

We hope that this memento of the age of steam will remain here so that coming generations may remember the Elizabethport and Communipaw Ferries, the fine boats and their gallant crews. We are proud of their record of service to the people of New Jersey.

"STRENGTHENING THE FOUNDATIONS OF FREEDOM"

JUDGE GUY L. FAKE

EDITOR'S NOTE: The following, a special guest editorial written by Chief Federal Judge Guy L. Fake, of the U. S. District Court at Newark, appeared November 11, 1948, in "The Rutherford Republican" of Rutherford and is reprinted here with the permission of the editor of that paper, John Thomas Wilson, Sr. Mr. Wilson says of it, "It is an exceedingly well written editorial and carrying a great message which America should heed," an opinion with which we are in hearty accord. Judge Fake has been an active member of the Board of Trustees of the New Jersey Historical Society for the last four years.

The immediate foundations of our American freedom had their origins in the hearts and reasoning faculties of the learned patriots who drafted our constitution. They have told us, in the preamble of that greatest of all human documents, that their basic thought was the securing of the blessings of liberty, not only for themselves, but as well for us, their posterity. Thus, it is seen at once, that our forefathers have placed the extremely important duty of maintaining liberty on each succeeding generation, and it must be paid for in the exercise of "eternal vigilance."

Never in our history has there been an era when it was more vital that we understand liberty and cleave to it in our hearts than the present. This is alarmingly so because of the insidi-

ous and covert attacks which are now directed by ill-informed or malevolent minorities against our liberties. They play up, for their perverted purposes, such very high sounding and honeyed phrases as "The world owes you a living" - - - "Production for use, not for profit" - - - "The greatest good for the greatest number" - - - "Each according to his needs" - - - and "Freedom from Fear." In their proper places, these slogans may stir us toward noble humanitarian aspirations, but we must begin to understand that they are used now by the followers of Marx, Lenin, Stalin, Trotsky, Hitler and Mussolini, as arguments to destroy personal liberty and confiscate privately owned property. Their objective is to set up a status of serfdom, slavery and pauperism under a system of tyrannical bureaucratic statism, all in direct conflict with our American ideal of permitting the individual to engage in the pursuit of his own happiness and economic security through a wide-open and well-posted avenue of liberty.

Whenever a serious issue is raised these days, bearing on the activities of government, the thoughtful citizen studies it to ascertain whether it leans to the right or to left of center. For the purposes of this essay the center may be defined as that point where tyranny begins and liberty ends. The left is directed toward tyranny, with Communism as its extreme, while the right is directed toward individual liberty, with anarchy as its extreme; neither of these extremes being desirable, the proper ascertainment of the center position, in any given problem, becomes a matter of the utmost importance.

As time passes and population, science and invention make their advances, the center point moves either to the right or to the left of what before was the center. The basic principles of liberty, however, remain as fixed as the laws of gravity. To locate the true center requires much learning. Some times the center fluctuates so fast that to attempt control is futile, as has been found in certain attempts to fix prices on commodities; and whenever the center has been miscalculated, anarchy or tyranny has resulted. The most important issues which plague us, now as in the past, bear upon the extent to which

our liberties may reasonably be curtailed by government in the interest of the general welfare.

It is my studied opinion that if we are to avoid tyranny with its attendant pauperism, as it is now evidenced under leftist ideologies abroad, we, in this representative republic of ours, must devote an ever increasing amount of time in our homes, high schools and colleges, to the subjects of civics and economics, considered in the light of the history of tyranny wherever it has shown its head. To study civics or economics, in the absence of a knowledge of the history of man's experiences with the principles they involve, is a very dangerous pursuit indeed. We can know them well only by the history of their works. This seeking after truth should be engaged in by all of us, all our lives, but the major burden of directing it, now more than ever, rests upon our high schools and colleges. "As the twig is bent", so all too often "the tree inclines." This is very apparent to us today as we view the conduct of those boys and girls who were bent against liberty and private property under the Hitler, Mussolini and Stalin youth movements. We certainly have something better! Our problem is not how to make it work. It does work, but how to make its workings understood.

No one anywhere in America, where public funds are contributed, should be permitted to preach subversive doctrines to our impressionable youth in our public institutions of education. Such doctrines, against liberty and property, are in direct conflict with the spirit of our Declaration of Independence, and constitute vicious attacks upon the bulwark of our liberties, as found in the Bill of Rights. We who love liberty and respect the privacy and ownership of our homes would all feel a lot better, in these seething times, if we knew that our teachers everywhere had each voluntarily and enthusiastically subscribed to an oath of allegiance to our constitution, just as the President of the United States does, with all others engaged in our legislative, judicial and executive branches of government. There's an inspiration in the taking of that oath. I know! Moreover, under the Hatch Act, each of us in the federal service has taken a further oath that we are not and will not

become members of any political party which teaches the overthrow of our government by force and violence. If I were a teacher I would like to subscribe to such a further oath, just as I have as a judge. This does not entail a prohibition against freedom of thought by a teacher, since, even if such oaths were made compulsory, he may resign and be left free to believe in Communism and its off-shoots and go his way ranting, if he will, but outside the public school and college systems.

Having then established a body of sincere, patriotic American teachers I would suggest that none of them be permitted to teach civics or economics or the history of tyranny, unless he has successfully passed examinations showing a working knowledge of these subjects. This would require a well grounded study in constitutional law as we have had it here in America, covering Story, "On the Constitution of the United States," and Woodrow Wilson's two truly helpful works, the one entitled, "The State," wherein he deals with all the governments of the world, and the other "Constitutional Government in the United States." These may well be bolstered by an almost endless bibliography, but certainly by nothing less than "The Federalist," Madison's Journal, Tom Paine's "Common Sense," Bryce's "American Commonwealth," DeTocqueville's "Democracy in America," and a careful reading of the decisions of the United States Supreme Court, as they dealt with the Tenth Amendment and the transfer of legislative power to the Chief Executive in former years, contrasted with current decisions on the same subjects.

These studies should be followed by an intensive reading course of such current books as "Challenge to Freedom," by Dr. Henry M. Wriston, President of Brown University, "The Road to Serfdom," by Professor Hayek, of the London School of Economics, "Our Enemy, The State" by Albert Jay Nock, and "Man vs The State" by Herbert Spencer, recently re-issued with a foreward by Nock, "The God of the Machine" by Isabel Paterson, which is a study of the flow of energy and the nature of government as a mechanism, a strong brief for liberty from a new angle of approach, "The Republic" by Beard, "The American Spirit" by Charles and Mary Beard, "The American" by

James Truslow Adams, and Plato's "Republic." Then the student or teacher may further fortify himself with knowledge, by a careful study of John Stuart Mill's "Essay on Liberty" and Montesquieu's "Spirit of the Laws." These readings will lead naturally to other authors pro and con. Here again the bibliography is enormous.

The foregoing give emphasis to the subject of civics. Passing to economics, the efficient teacher should be well versed in the teachings of Adam Smith in his "Wealth of Nations" (not a modern writer's text on that book, but the book itself), Ricardo "On the Principles of Political Economy and Taxation", and the great writers on the subject of population.

As to the history of tyranny, affecting civics and economics, it is well to study the totalitarian experiences of our earliest settlers: Jamestown with its common warehouse and military despotism leading to such degradation as cannibalism in one instance; Plymouth, with its theocratic tyranny, exercised under majority rule, controlling all labor and production and resulting in near starvation the second winter. Want and misery were dispelled in each of these communities when freedom of individual enterprise was restored. Then, too, there was that extremely benevolent despotism set up by Oglethorp, in the founding of Savannah, Georgia, in which he agreed, with the backing of the British government, to feed, house and clothe everyone in consideration for the total extinguishment of individual liberty. In ten years the population dwindled from 6,000 to 500. Our forefathers knew about these things and, therefore, set up our American way of enterprise, founding it upon the cornerstones of personal liberty and the sanctity of the private ownership of property. The "sanctity" of privately owned property finds recognition in Holy Writ, in the Commandments against stealing and against covetousness. Studies should also be made into each voluntary communistic experiments as "The Oneida Community," "The Brook Farm," "The Rappists" at New Harmony, Indiana, the influence of Fourier, resulting in communities in western New York and Ohio called phalansteries, and others too numerous to mention. Such studies are grippingly interesting and of great value today in attempting

to locate the center when things tend to go wrong. Add to these, studies into the activities of John Law in France, from about 1710 to 1720, when most of the proposed interference with the law of supply and demand we are concerned with now were tried out resulting in economic chaos in France, and the "Mississippi Bubble" here. Dr. Andrew D. White's essay on "Inflation" is a masterpiece, also on French experiences. A current essay by Dr. Von Mises titled "Planned Chaos," issued by "The Foundation for Economic Education," at Irvington-on-Hudson, is an excellent piece of work in ninety pages. He closes with these words, "What is needed to stop the trend toward socialism and despotism is common sense and moral courage." The foregoing might well be followed by sincere application to Toynbee's "The Study of History."

The teacher should be able to explain the meaning of words used in his field so that such words as liberal, conservative, reactionary, libertarian, and democracy, be given their correct connotations. He should, therefore, become expert in semantics, and if he would think correctly he must be well grounded in Christian ethics. The latter furnishes an opportunity for our church schools to specialize. Having obtained a working knowledge of all the foregoing, the teacher or seeker after truth should read "The Red Prussian" by Leopold Schwarzschild, bearing on the life and works of Karl Marx, and then he is prepared to study "Das Kapital," "The Road to Reaction," by Professor Herman Finer now of Harvard, and all other leftist literature, together with such writers as Henry George, in "The Land Question" and "Progress and Poverty," More's "Utopia" and Bellamy's "Looking Backward."

The teachers should be actively affiliated with our county and state historical societies, and when equipped as above, should devote their entire teaching time to the subject of economics, civics and the history of tyranny. Their courses should be compulsory and their salaries the highest in the school and college systems.

ACROSS NEW JERSEY WITH THE FRENCH—1781

EDITH HOPKINS HOVER

EDITOR'S NOTE: The author of this article, Mrs. John Curry Hover, of Short Hills, is a native of Newton, a graduate "cum laude" of Smith College, and the mother of three small children "who interfere considerably with the pursuit of history!" She is the historian of the Short Hills Chapter of the D.A.R. and it was for the use of that chapter that the material of this article was gathered together. A number of colored illustrations of the uniforms described was also made available for the D.A.R. Chapter, some from the Vinkhuizen Collection of the New York Public Library. These were offered by the author as illustrations for this article, but unfortunately did not lend themselves to the requirements of printing of our **"Proceedings."** The frontispiece of this number, however, was made available for our use through the courtesy and generosity of the Short Hill D. A. R. Chapter of which acknowledgment is hereby gratefully made.

A hot dry summer had left New Jersey's fields covered with a film of dust, and her farmer militiamen anxious about their harvest. Of secondary interest was the war with the old country after seven years of indecisive and intermittent campaigns, and even news that an army was moving west across the Hudson did not stir New Jersey in the heavy August heat. Only the sudden appearance in their midst of that army from far-off France roused the people and brought them flocking to their dusty roadsides, with mouths agape at the most colorful military spectacle New Jersey has ever seen.

But before we stand with them to watch this army of the Bourbon king pass by, it behooves us to recall the events which brought this unique pageant across our state.

The affairs of the American people had, of course, steadily worsened from the very beginning of the Revolution, and General Washington found himself fighting off not only the British, but more insidious enemies which sprang from a people divided in its loyalties, and an army forced to suffer every privation. Although the French had nominally thrown in against the British in 1778, and although Admiral d'Estaing had brought a welcome naval force to our waters that year, no French land troops had been forthcoming, despite the urgings of Benjamin Franklin and the Marquis de Lafayette. By 1781, General Clinton still occupied New York, the British fleet controlled the Atlantic, and British armies in the Carolinas had been marked with success. Washington clung precariously to the Hudson Valley and New

Jersey, and Lafayette's little army of Continentals in Virginia had only a nuisance value with Lord Cornwallis.

So it is safe to say that probably no one was more surprised, certainly no one was more pleased than Washington when he found himself with a great French army behind him at Yorktown in the fall of 1781. Clinton, seething over a private feud with Cornwallis, refused him reinforcements from New York, and the handwriting on the wall appeared wholly legible to Cornwallis when he heard the guns of DeGrasse's great French fleet behind him, and knew himself surrounded. He withstood the siege of the French and American allies less than two weeks and when the white parley flag appeared on October 17, 1781, it signalled a final victory for the Americans. The French Army in America had engaged in only one campaign, but it was a campaign crowned with a sudden and incredible success.

But to the men who came in the French Army, the story could not have been nearly so short and so clear. To do them justice, we must start with them nearly a year and a half before Yorktown, on a momentous day when His Most Catholic Majesty's fleets stood down the roads of Brest, a brisk wind filling the sails at last. Sixteen days the ships of King Louis had lain windbound within the harbor (1) fully loaded and equipped, with officers and men alike chafing to be off to America. King Louis had long pondered this move, but the Bourbon gesture, when it came, was a generous one. Seventeen sail of the line, bearing armour of seven hundred and thirty-six guns, cleared the harbor on May 2nd, 1780. (2) They convoyed thirty-six transports taking out fifty-five hundred land troops with full equipment, which included heavy artillery and siege trains, and almost best of all, three million livres of solid French gold.

In the flagship "Duke of Burgundy," carrying eighty guns, sailed the Chevalier Arsac de Ternay, able and experienced Admiral of the French fleet. The Admiral sailed to an imminent death at the hands of a wily foe — pneumonia in a cold New England winter.

In the sixty-four gunned "Provence" sailed the expedition's leader, Jean Baptiste Donatien de Vimeur, Comte de Rochambeau. The fifty-five year old veteran of the Seven Years War

and the War of the Austrian Succession had sprung from aristocratic stock. His father had been Governor of their native district of Vendome, and his mother had been governess to the children of the Duke of Orleans, brother of the King. Rochambeau had been educated at the Jesuit College at Blois, but on the very day he was to have taken final vows in the Jesuit Order, his elder brother died, and Rochambeau withdrew from the monastery to inherit the family title and lands. (3)

Before he had undertaken this command, Rochambeau had discussed the American Revolution with Admiral d'Estaing, who had preceded him here, with Lafayette, with Vergennes, the French Foreign Minister, and probably with Benjamin Franklin, as well as with his King and Queen. He saw clearly that he came to support a failing cause, and he saw what too many since have failed to appreciate, that the fate of the Revolution turned on New Jersey. In his "Memoires," published the year of his death, he says that he knew the South to be lost, Clinton occupying New York, and in his own words, "Washington was confined to the defence of Jersey." (4)

So matters stood when the French fleet landed at Newport July eleventh, after capricious winds and several skirmishes with the enemy had kept them seventy days on the Atlantic. After the long voyage, the troops were ravaged with scurvy, and General Washington saw with regret that he must abandon any plans for a joint campaign that season. By fall, both he and Rochambeau put their troops into winter quarters, Washington himself at New Windsor, Ulster County, New York and Rochambeau at Newport.

During the winter, many of the Frenchmen made shrewd observations on the American scene, and while they had not yet seen New Jersey, many of their comments were equally applicable after they crossed the Hudson. The New England winter had no admirers at all among the French. M. Claude Blanchard, the Commissary, kept a methodical "Journal." November 14th the single entry is "grande pluie"—heavy rains—and on the 15th simply 'beau froid"—bitter cold—(5)—with many other similar entries throughout the winter. On December 15th, Admiral de

Ternay died (6) and was succeeded by his second in command, Admiral Destouche.

The Duc de Lauzun, whose foreign legion we shall meet again as it crosses New Jersey, wintered with his men at Lebanon, Connecticut, and in his "Memoires" has the last word on the New England winter. Says he "Only Siberia can compare with it." (7)

M. Blanchard also had his say about the domestic scene in winter. He noted that Americans drank very large amounts of coffee and tea, and felt that it was probably a remedy for their boredom, for, said he, Americans sit whole days with their wives besides their fires, doing nothing, not even reading. (8)

Another young man had something to say about the lethargy of the Americans. Count William de Deux-Ponts, co-commander with his brother, Count Christian, of the regiment which bore their family name, noted in his journal on landing that the Americans appeared to him to be a pretty cold people. (9) In fact, said he, they didn't appear to him to have the enthusiasm of a people fighting for their liberty. By the following summer, Count William, a bridegroom of only two months when he left France, was wholly disillusioned. He wrote "They told us at Newport that the American army had 10,000 men. It has, however, only 2,500 or 3,000 men, but this is not a very big lie for the Americans." (10)

The Abbe Claude Robin, chaplain of the Soissonais Regiment, and most literate of all the journalists, wrote that the manner of dress of the American women was most extravagant, and odd contrast to their *simple* manners—and that adjective was not a compliment when the Abbe used it. He did say that the young American women were very handsome, but spoiled that compliment by adding that by eighteen or twenty many of them had lost all their teeth. (11)

In spite of these caustic comments, the French conducted themselves admirably, and were extremely popular with the Americans, who threw open their houses for use as hospitals and officers' billets. One thing that added immeasurably to the popularity of the French was their scrupulous regard for the rights of private property. (12) What they deeded they paid for

with hard French cash—a method of acquisition which the Continentals had been largely unable to employ, and which, unfortunately, many had dispensed with entirely.

By May the roads were dry enough for Washington and Rochambeau to rendezvous at Wethersfield, Connecticut, the former accompanied by General Knox and Brigadier General du Portail, and the latter by the Marquis de Chastellux. (13) Although the conference was secret, it appears that Washington favored an attack on New York City, where Clinton lay with over ten thousand men, but Rochambeau leaned toward combining forces with Lafayette. The latter, with a small army of Continentals, had spent the winter eluding Cornwallis and Benedict Arnold in Virginia. While there was still some indecision over the plan of campaign, word came from Admiral de Grasse (14) in the West Indies that he could bring up his large fleet to some spot on the coast by late summer, and would have with him about three thousand land troops under the command of the Marquis St. Simon. Meanwhile, Admiral de Barras had arrived at Boston in the great French Man-of-war "Concorde" to replace the dead commander of the fleet which still lay at Newport. (15) Washington says in his Journal that he realized that this French naval command was indisposed to force New York harbor (16) and it was therefore decided that the two fleets should head for the Chesapeake, while the two armies of Washington and Rochambeau should proceed overland to Virginia. It had been generously specified by the French King that Washington was to assume command over Rochambeau, and that Continental officers were to command French officers of equal rank. The naval forces, however, were independent, and Washington was, of course, guided by what de Barras and de Grasse thought most feasible.

The French army, now about five thousand, broke camp on June 18th, and with short provisions and in excessive heat, marched two hundred and fifteen miles to join the Americans at Phillipsburgh, near White Plains, where camp was pitched for both armies July 6th. (17) On that day, with his usual tact, Washington celebrated the union of the two armies by fixing the password as "Louis the sixteenth" and the countersigns as "Lu-

zerne" (the name of the new French minister) and "Rochambeau." (18)

Meantime, Washington, as usual, faced a thousand problems large and small. He wrote at once to Governor Livingston saying, rather apologetically, that he realized New Jersey had been the chief theatre of war in the past, and that it appeared it would be again, and beseeching him to have some supplies ready so as to avoid what he called "military coercion." (19) On June 28th he wrote Colonel Elias Dayton, now New Jersey's ranking line officer, to bring the Jersey Brigade to Morristown (20) and July 7th he ordered them on to Sneden's Landing, opposite Dobbs Ferry. (21)

Washington wrote Robert Morris in Philadelphia very guardedly asking about procuring beef there if need should arise, (22) and somewhat later asked him to collect all the boats along the Delaware. This inquiry had to be carefully made, since the plan of the campaign was still wholly a secret. Washington also added that he would like to get a month's pay in hard money for his troops going south, and closed on a final word of pessimism—three thousand desperately needed uniforms had arrived in Boston as a gift from the Spanish sovereigns, but unfortunately, said Washington, "the coats are scarlet." (23) Morris was not an easily discouraged man, but he replied to Washington in cipher that money matters were in as bad a situation as possible, that he would exert himself, but Washington must expect disappointment. (24)

New Jersey's Brigadier General David Forman was requested to keep a lookout for DeGrasse's fleet off Sandy Hook, if he should come that far up the coast, and Forman was to have dispatch riders ready to bring word to Washington. The trip from Sandy Hook to Dobbs Ferry was to be covered in twelve to fifteen hours, via New Brunswick, Westfield, Springfield, and Paramus. Washington laid out the route himself. (25)

Colonel Dayton was requested to throw out a party to protect this route, and here it seems unfortunate but necessary to quote from Washington's order—"I wish you to be particular in your orders to the officer, that he may take every effectual means in his power to prevent his men from Abusing the In-

habitants, which is a circumstance I am under the painful necessity of Observing that your troops are too frequently charged with, and I fear not without foundation. By paying particular attention to their conduct in this particular, and punishing with severity offenders, a stop May be put to further improprieties." (16)

His Excellency had no compunctions about the use of corporal punishment as a means of army discipline. Abbe Robin comments with amazement that he had seen Continental soldiers tied out-stretched to the cannon wheels and flogged until covered with blood. (27)

Another problem of discipline arose too, and not for the first time. Large numbers of camp followers slowed every march, but Washington was determined that this campaign should go swiftly. On June 19th he issued general orders that "No Women" were to walk in the ranks (28) and later Major General Lincoln's light troops were expressly advised to deposit at West Point their women and heavy baggage. (29)

The Jersey line troops had been ordered to the west shore of Dobbs Ferry—the little settlement of Sneden's Landing. A dozen fine Dutch and German stone houses of the period are still intact there today, and rarely visited, because they are so well hidden from highway traffic. (30) Washington's anxiety for increased troops moved him to write Lieutenant Colonel Sylvanus Seely on July 27th (31) urging him, as fast as the Jersey militia rendezvoused at Morristown, to march them off to join the Jersey Brigade under Dayton. Otherwise, lacking provisions, they were likely to disperse again.

At the French camp things went better. The King's troops brought with them the first military bands ever seen in this country and local citizens flocked by hundreds to the camp to see the elaborate dress of the musicians, and listen to their playing. (32)

One or two sallies on the upper defences of New York, and much reconnoitering by Washington and his party added to Sir Henry Clinton's conviction that the Allies were preparing to attack New York. His nervousness abated not at all when news reached him that French artificers under the command of the

Chevalier de Villemanzy were building ovens at Chatham sufficiently large to supply bread rations for three thousand men. (33) Such activity could point only to siege preparations leading to the invasion of Manhattan via Staten Island or Paulus Hook. Quartermaster Aaron Forman wrote to Benjamin Day (34) at Chatham requesting billets for the French workmen, and it was very close to Day's tavern on the southeast side of the bridge over the Passaic that the ovens were built. They were of brick housed in sheds four rods long, and remains of them could be found a hundred years later. (35)

While all these varied efforts were being put forth, boats had been collected, and all plans were now bent toward transporting both Washington's and Rochambeau's full armies across the Hudson. Washington planned to leave behind only men sufficient to garrison West Point under General Heath, and while final preparations for the river crossing were made, Washington and Rochambeau went up to inspect West Point. The fort had much interest for Rochambeau, because it had been designed by Generals DuPortail and DuGouvion, two French engineers who had taken commissions in the Continental Army.

On August 18th Colonel Moses Hazen's 2nd Regiment of Canadian volunteers (36) was thrown across the Hudson in advance of the main body of the Continental Army, and joined the Jersey Brigade waiting at Sneden's Landing. Their combined force was ordered to march at once to the heights between Springfield and Chatham (37) and make camp until further orders. The heights were, of course, the Short Hills.

The Continental Army moved down to the river first and began crossing at Kings Ferry eight miles below Peekskill at 10 A. M. on August 20th. (38) The troops disembarked at Stony Point on the west bank and Washington observed the fast and orderly movement from a pavilion on Verplanck's Point (39) on the east shore erected for him by the French officers. By sunrise of the 21st the Continentals were across, inexplicably unmolested by Clinton. The French began crossing the same day, but with their larger force and heavy equipment did not finish until the 25th. Washington spent the intervening time getting thirty flatboats mounted to take with him.

He had had them built to carry forty men each and it was his idea that they would look pretty formidable to Clinton on his island, as well as proving useful in getting to Virginia. Headquarters for Washington and his staff during this time were at the abandoned house of Joshua Hett Smith, the quiet Tory who had arranged the tryst for Andre and Benedict Arnold. It was from an upper room of this house that the hiding Andre saw the British warship which had brought him falling away down the Hudson and leaving him to the gallows. The house stood about three miles in from the Stony Point landing, and was unfortunately pulled down only a few years ago. (40)

On the morning of August 25th the drums beat assembly at three-thirty and at four o'clock both armies were on the move. Thanks to $20,000. in gold advanced on a sixty day note given by Robert Morris to Rochambeau, Washington took with him twenty-five hundred good troops divided into two brigades. The left brigade crossed New Jersey by the more southerly route via Kakeat, Paramus, Second River (now Passaic), Belleville and Springfield. (41) Major General Benjamin Lincoln commanded, and the brigade was led by an elite light infantry corps of New England troops formed by Colonel Alexander Scammel of the Third New Hampshire. (42) Colonel Scammel marched to his last engagement for he was fatally wounded at Yorktown. His corps is reputed to have been the best dressed outfit in the Continental Army, being equipped with leather helmets with horsehair crests. (43)

The right or northerly brigade included Colonel Lamb's artillery, Colonel Olney's Rhode Island Regiment, the Second New York, the corps of sappers and miners, and the boats and baggage. This brigade marched via Pompton, Montville, Troy, Whippany, Florham Park (then called Columbia), Madison, and Chatham, (44) where it joined the Jersey Brigade and Hazen's Canadians camped at the Short Hills. General Washington himself rode on to Chatham where his correspondence indicates he spent the night of August 26th, 27th, and 28th. Although there is no positive evidence on his headquarters for this period, a fairly substantial body of tradition says it was the house of Jacob Morrell, whose wife was the daughter

of the Reverend Azariah Horton of Bottle Hill. (45). The house is still standing on the west side of the Morris Turnpike a few hundred feet north of the Passaic River Bridge.

Despite the good planning and careful routing, the army, as usual, probably did not step out with the snap its commanding general yearned for. Each brigade was preceded by the commissary driving a herd of cattle for provisions en route, and it was followed by two wagons to carry the sick. The sick wagons, in spite of Washington's repeated orders to the contrary, were often occupied by the ubiquitous women camp followers hitching rides. (46)

But the five thousand Frenchmen were a different story. Their handsome appearance and disciplined behavior cheered the people of New Jersey and gave new energy and interest to a flagging cause. It is therefore worth our while to look more carefully at the French army as it makes its first New Jersey camp on Pompton Plains August 26th. (47)

The dashing English speaking officer who had spent the winter in the Connecticut Siberia commanded the advance guard—the Legion of Armand Louis de Gontaut de Biron, Duc de Lauzun. Lauzun, a man of great wealth, always made a point of setting a good example to his corps, (48) composed largely of Polish and Irish aristocrat adventurers. They were all big men, splendidly mounted and equipped, their fur trimmed and gold laced jackets topped by plumed helmets. Their elegant waxed mustaches were the first ever seen in this country, Lauzun himself was the victim of another revolution, losing his life on the Paris guillotine as the last day of the year 1793 drew to a close. (49)

Aside from the blue of Lauzun's Legion, the French army was uniformed in white, and consequently was troubled not a little by New Jersey's August dust. The senior regiment of the French army, the Bourbonnais, established in 1597, marched behind Lauzun. Their white uniforms were faced in red, and, like other European regiments, they wore the vestigial remains of medieval armor, a gilded gorget, or throatpiece, on a chain, bearing the royal arms in silver. Their colonel was a nobleman of France, Anne Alexandre Marie Sulpice de Montmorency, Marquis de Laval, and it was a significant gesture of King Louis

that this senior regiment of the Bourbonnais was dispatched to America at all.

In the first column, with the Bourbonnais, marched the Regiment Deux-Ponts, its white uniforms faced with green, its colonel the disillusioned young bridegroom we have met before.

The second column of the French marched one day behind the first, over the same route, and included the Soissonais, the Saintonge, and the Gatinois regiments. The Soissonais, commanded by Jean Baptiste Louis Philippe de Felix d'Olieres, Count de Saint-Maime, was a hundred and fifty year old regiment in 1781. It wore rose-trimmed white, and its advance grenadier corps wore helmets with rose and white plumes. The Saintonge, like Lauzun's Legion, had a commanding officer only a decade short of the guillotine—Adam Philippe, Count de Custine-Sarreck. The Gatinois, whose white uniforms bore violet facings, so distinguished itself at the siege of Yorktown that Louis XVI made it one of the favored royal regiments and renamed it the Royal Auvergne.

With Rochambeau himself went other gentlemen of France, whose dashing appearance and romantic backgrounds must have caused quite a flutter among New Jersey girls. Their names, though now largely forgotten, are a part of New Jersey's own past, and therefore must be mentioned here. First in command after Rochambeau was the Marquis de Chastellux, Knight of the Order of Saint Louis, whose fluent English made him very valuable. After de Chastellux came Antoine Charles de Houx, Baron de Viomenil—this campaign riding in a carriage because of an accident with his horse. (50) Marching on foot with his men was Louis Marie, Viscomte de Noailles (51), brother-in-law to Lafayette, who was to have the honor of arranging the surrender terms at Yorktown. Rochambeau's own son marched with the Bourbonnais, the handsome young Viscomte Donatien. And there was Alexandre Berthier, brilliant twenty-seven year old son of the royal cartographer, whose daily maps of the French route and campsites were acquired by Princeton University in 1939. Done in fine inks and delicate watercolors brought from France, the maps are filled with accurate details of roads, streams, and buildings drawn to scale. (52) Most

romantic figure of all was Rochambeau's first aide-de-camp, the young Swedish Count Hans Axel von Fersen. Von Fersen's name was already linked with that of Marie Antoinette, and it was he who later drove the coach in which she and King Louis attempted their escape from France. Von Fersen eluded the mobs of the French Revolution, but lost his life to another in 1810 when a Stockholm crowd assasinated him under the mistaken impression that he had connived at the murder of the Swedish king.

So, all in all, it was no wonder that New Jersey's residents were awed, and Abbe Robin remarked that many women came to the French camps with wagonloads of provisions, always driving elegant horses and themselves decked out with elaborate gauze headdresses (53)—and this when Washington had begged them to help provision his troops. But awe of these welcome allies is misplaced today if we do not pause to recall that this army did not fly the Republican Tricolor. Its standards bore the gilded lilies of monarchist France, and its officers followed those lilies in later years with a loyalty which led many of them to their death.

While they camped on Pompton Plains some of the French officers rode over to see the falls of the Passaic at Totowa, then regarded as one of New Jersey's major sights. From Pompton Plains the French moved to Whippany, where both columns came up together and spent the 27th and 28th. The following day the first column passed through Morristown to Bullion's Tavern, thought to have been at Bernardsville. On the 30th they moved via Bedminster to Somerset Courthouse, now Millstone, and on the 31st down the Millstone River to Princeton. (54) At Kingston, just above Princeton, the French route converged with the route of the Continentals who had preceded them by a day. Washington's forces had come on from Chatham and Springfield via Plainfield, Bound Brook, and New Brunswick to Princeton, and by the time both armies were headed for Princeton and Trenton, the pretense of an attack on New York had to be abandoned.

Colonel von Wurmb, whose German Yagers had suffered such losses at Springfield the preceding year, had repeatedly told

Clinton that Washington and Rochambeau were moving on Cornwallis, but it was apparently not until the 2nd of September, when the two mile long Continental line was actually entering Philadelphia, that Clinton finally saw the true meaning of the allied advance. Even then, he did not send the reinforcements for which Cornwallis repeatedly begged, so Washington's only major anxiety was for the arrival of De Grasse's fleet at the Chesapeake by the time of his own arrival.

As usual, the voluble and highly literate French left behind many comments on New Jersey and the villages through which they passed. Troy was a thriving town of sixty to eighty houses clustered about a handsome Dutch meeting house. Morristown, about the same size as Troy, had Mr. Arnold's fine inn to set it off, the dining room rich in mahogany and mirrors. (55) Abbe Robin liked the countryside, and thought the many houses on the whole large and handsome. He commented that orchards were numerous, and the country abounded in fields of wheat, rye, barley, corn, and flourishing woods. The people he liked even better. With French perspicacity he surmised that they were largely Dutch or Alsatian, (that is to say, German) in origin, and described them as "gay, easy, and engaging in their manners" and, said he, they "resemble the happy region they inhabit." (56)

Commissary Blanchard followed the army by a few days and left his comments written in more pedestrian terms than the Abbe's. The road via Whippany was through a well cultivated valley, with many peach orchards, he said. He regretted missing Morristown and a view of Lord Stirling's house, but duty compelled him to inspect the ovens at Chatham and go on from there. To describe New Jersey's soil, he used a word identical in French and English—"mediocre." (57)

On Princeton, where they camped on the main street, the French made only the kindest observations. It had a charming situation, elegant houses—about sixty in number—and a college built of stone. (The Abbe had earlier commented on the brick buildings of Harvard.) The facade of the college building had a hundred windows, a lavish use of glazing indeed. (58) The more erudite of the French stopped off at Old Nassau to see the

Orrery of David Rittenhouse, purchased for the college by President Witherspoon in 1771 at the fabulous price of £416. The Orrery was a delicately constructed mechanism of brass and ivory which showed the relative motions of the heavenly bodies, and was, at that time, a notable scientific achievement. (59) Blanchard again brought up the rear with a comment revealing in its naivete. He said one of the students whom he met could already speak a little French (60)—a cultural accomplishment obviously rarely met by the French.

Trenton was a town of a hundred houses when the French saw it, and the Delaware, on whose bank they pitched camp, looked very like the Loire to several of them, level and pleasant, with clear shallow water. M. Blanchard this time offered a compliment with no innuendoes—he said out and out that Trenton looked like a capital to him. (61)

But it remained for Marie Antoinette's young Swedish admirer to offer the most felicitous comment of all. Von Fersen wrote his father in Sweden, "We have crossed Jersey which is one of the loveliest provinces of America, and one of the best cultivated." (62)

With their armies well on the way, Washington and Rochambeau rode on ahead, meeting at Princeton for dinner August 29th (63) and lodging at Trenton that night. The two armies followed them, fording the shallow river waters of a dry August, and on the far bank of the Delaware we take leave of them. Through a gay reception in Philadelphia they hurried, a quick march to the Head of Elk, a reunion at Williamsburg with their leaders, who had made a hasty visit at Mount Vernon. The fleets of DeGrasse from the West Indies (64) and DeBarras with the ordnance from Newport had already arrived, and Washington made a formal call of congratulations aboard the "City of Paris." Two days later Earl Cornwallis could see from his redoubts the tattered but determined army of the Continental Congress standing shoulder to shoulder with the glittering regiments of the Sun King, and as, in our imagination, we view that scene with the fated British leader, we can truly say that New Jersey had been the pathway to Yorktown and to final victory.

1. "Rochambeau"—DeB. Randolph Keim—U. S. Government Bulletin No. 537—p. 280.
2. "Guerre d'Amerique"—Claude Blanchard—p. 14 et seq. gives a list of the ships sailing and their armament.
3. For facts on Rochambeau's early life, see DeB. Randolph Keim, op. cit. p. 302.
4. "Memoirs of the Marshal Count de Rochambeau"—Trans. by M. W. E. Wright—p. 10.
5. Blanchard—op. cit.—p. 57.
6. DeTernay was not very popular with some elements. "Count William de Deux-Ponts says "his loss occasioned no regrets"—"My Campaigns in America"—p. 98.
7. "Memoires du Duc de Lauzun"—p. 333.
8. Blanchard—op. cit.—p. 58.
9. Deux-Ponts—"My Campaigns in America"—p. 91.
10. Deux-Ponts—op. cit.—footnote p. 117.
11. "New Travels Through North America"—Abbe Claude Robin—p. 24.
12. The story of the orchard trees which hung, with ripe fruit untouched, over the tents of the French has been recounted many times.
13. See "Travels in North America" by Marquis de Chastellux—p. 49—De Chastellux's facility in the use of the English language was very useful to Rochambeau. Lauzun also spoke English—see "Memoires du Duc de Lauzun"—p. 332.
14. "The Writings of George Washington"—John C. Fitzpatrick Ed.—Vol. 22—p. 208.
15. Blanchard—op. cit.—p. 73.
16. "Diaries of George Washington"—John C. Fitzpatrick Ed.—Vol. II —p. 254—p. 254—Washington here summarizes, August 14th, his reasons for abandoning all hope of attacking New York.
17. Robin—op. cit.—p. 332.
18. "Writings of George Washington"—Vol. 22—p. 332.
19. "Writings of George Washington"—Vol. 22—p. 222—letter of June 15th.
20. "Writings of George Washington"—Vol. 22—p. 274.
21. "Writings of George Washington"—Vol. 22—p. 334.
22. "Writings of George Washington"—Vol. 22—p. 367—letter of July 13th.
23. "Writings of George Washington"—Vol 22—p. 367.
24. "Writings of George Washington"—Vol. 23—Footnote p. 12.
25. "Writings of George Washington"—Vol. 22—pp. 407 and 464.
26. "Writings of George Washington"—Vol. 23—p. 13—letter of August 17th.
27. Robin—op. cit.—p. 36.
28. "Writings of George Washington"—Vol. 22—p. 233.
29. "Writings of George Washington"—Vol. 23—p. 37—August 22nd.
30. "The Story of the Ferry" compiled by Winthrop S. Gilman gives information on this interesting old settlement.
31. "Writings of George Washington"—Vol. 22—p. 422.
32. Robin—op. cit.—p. 24.
33. "Memoirs of the Marshal Count de Rochambeau"—p. 62.
34. Ms. No. 557—Morristown (N. J.) National Historical Museum.
35. "History of Chatham, New Jersey"—Ambrose E. Vanderpoel—p. 370.
36. "Diaries of George Washington"—Vol. II—p. 223.
37. "Diaries of George Washington"—Vol. II—p. 255.

38. "Writings of George Washington"—Vol. 23—p. 25.
39. For a description of Verplanck's Point, see "Route of the Allies from King's Ferry to the Head of Elk" by John Austin Stevens—Magazine of American History—Vol. V—p. 5.
40. For a description of this house before its demolition, see "Smith's House at Haverstraw" by Charles A. Campbell—Magazine of American History—Vol. V—p. 21.
41. "Diaries of George Washington"—Vol. II—p. 256.
42. "Military Journal" of James Thacher M. D.—p. 259.
43. DeChastellux—op. cit.—p. 58.
44. "Diaries of George Washington"—Vol. II—p. 256.
45. Ambrose E. Vanderpoel—op. cit.—p. 382—also "Bottle Hill and Madison"—William Parkhurst Tuttle—Ch. XXIII—unpaged.
46. "Story of An Old Farm"—Andrew D. Mellick, Jr.—p. 536—This volume has a vivid account of the march across New Jersey.
47. For this and other campsites of the French, see Map No. 10 et seq. of the Alexandre Berthier manuscripts, Princeton University Library.
48. "Dairy of a French Officer Presumed to be Baron Cromot du Bourg" —Magazine of American History—Vol. IV—p. 446.
49. Mellick—op. cit.—p. 539.
50. "Memoires du Duc de Lauzun"—p. 348.
51. Robin—op. cit.—footnote p. 23.
52. Berthier's Journal (Ms. #1081—Parts 5-7—Princeton University Library) supplements his maps (No. 20-No. 27)—Professor Gilbert Chinard has published an interesting comment on these manuscripts —"The Berthier Manuscripts" in Vol. I—No. 1—of The Princeton University Library Chronicle.
53. Robin—op. cit.—p. 40.
54. These campsites are all included in the Berthier maps.
55. De Chastellux—op. cit.—p. 75.
56. Robin—op. cit.—p. 91.
57. Blanchard—op. cit.—p. 91.
58. Robin—op. cit.—p. 42.
59. "Princeton 1746-1896"—Thomas Jefferson Wertenbaker—p. 108.
60. Blanchard—op. cit.—p. 92.
61. Blanchard—op. cit.—p. 92.
62. "La Guerre d'Amerique"—Le Conte Jean Axel de Fersen—p. 22.
63. "Moreau de St. Mery's American Journey (1793-1798)"—Translated and edited by Kenneth and Anna M. Roberts—p. 106—mentions the Washington Tavern "where General Rochambeau lodged on his march from Rhode Island to Virginia"—but Col. Jonathan Trumbull, Secretary to Washington at this time comments in his Journal (Proceedings of the Massachusetts Historical Society—Vol. XIV—p. 332) that the two generals dined together at Princeton.
64. Washington received this news at Chester, Pa., Sept. 5, 1781.

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FRANCES COLLINS, FRIEND

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EDITOR'S NOTE: Mr. Dallett, the author of this study of Francis Collins, is twenty-one years old and a Junior at Haverford College, majoring in history and preparing to teach that subject. He spent fourteen months in the army, most of it in the Field Artillery and the hospital and was editor of the transport's newspaper en route to Manila in the summer of 1946. "You see I am not a Friend, but an Episcopalian," he writes. Last year he helped to organize the Radnor Historical Society, covering Radnor Township, Delaware County, the old "Welsh Tract" running from Bryn Mawr up to Valley Forge, and is serving as its first secretary and a director. Gloucester County, New Jersey, has become his particular interest, as he discovers a number of his own ancestors in that section, including Francis Collins, the subject of this article. He has the advantage of drawing on Haverford's famous Quaker Collection, perhaps the most complete in the country, in the preparation of this study. He has offered us at a later time a sketch of Charity Chew, wife of Richard Powell, Sr., of Gloucester County, the mother of twenty sons and one daughter, seventeen of the sons serving in the Revolution, with fifteen proven service records which are to be inscribed on a bronze plaque in the new D.A.R. belltower at Valley Forge.

The air of England of the third decade of the seventeenth century was heavy with suspense and new awakenings. Charles I, ten years on the throne, trod the first steps to an impending doom when he levied the shipmoney tax on the whole kingdom and sought to extirpate Puritanism, which was becoming a menace to the Anglo-Catholicism of the upper classes. George Fox was a serious, sensitive child of eleven, William Penn not yet born.

To this world Francis Collins was born on January 6, 1635,

in Oxfordshire,[1] probably in the parish of Wolvercote (Woolvercot), two and a half miles north of the ancient university city of Oxford, the son of Edward and Mary Collins,[1] "of Wolverton" (*sic.* Wolvercote.)[2] His father was the owner of "considerable landed and personal property" in Oxfordshire, which, after his death, passed to the control of his widow,[1] who, in her will dated October 11, 1680, and proved the same year, mentioned her sons John and Francis, and daughters Mabel, Mary, and Elizabeth.[2] These were not the only children, however, for the daughter Elizabeth Collins, a spinster, who died in 1682, mentioned in her will another brother Thomas, a sister Doratha (Dorothea), and "the daughters of Richard and Mabel Collins," and a cousin, Sarah Beven.[2]

In the Parish Church of St. Peter, Wolvercote, there is, in the north chapel, a monument to Mabell, wife of Richard Collins, who died in 1680,[3] and at the old Parish Church of St. Andrew at Headington, adjoining Wolvercote, there are headstones in the churchyard to Mary, daughter of Richard Collins, to John Collins who died in 1672-3, and seven children, and to Elizabeth Collins.[4]. We also find record of a certain "ffrancis Collins of Grimsburi" who was presented at court by the Churchwardens for the Banbury Peculiar on March 15, 1620, "for laboring on the saboth day in time of diuine service."[5] The family was apparently of substantial, middle-class stock, not arms-bearing people. Francis Collins' seal was an anchor,[6] evidently not an armorial insignia. The parish records of Wolvercote and Headington will undoubtedly furnish much material on his family and antecedents.

In his youth, Francis Collins was apprenticed to a local brick-

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[1]John Clement, *Sketches of the First Emigrant Settlers in Newton Township, Old Gloucester County, West New Jersey,* Camden, N. J., 1877, p. 71.

[2]John Clement, *Clement Papers, A Collins Genealogy,* (pamph.), p. 5.

[3]Royal Commission on Historical Monuments, England, (ed.) *An Inventory of the Historical Monuments in the County of Oxford,* London, 1939, p. 154.

[4]*ibid,* p. 150.

[5]Oxfordshire Record Society (ed.), vol. x (*Oxfordshire Peculiars*), 1928, p. 216.

[6]Francis Collins' original deed of 1714: No. 32, Haddon-Estaugh-Hopkins MSS Collection, Library of Haverford College, Haverford, Pa.

layer; after his apprenticeship he took up this trade, and looking for a better opportunity, he moved to London. Here, in the world of reviving militant Protestanism, he came under the influence of a group of people who were seeking to find God in the way of the early Christians, and "becoming convinced of the correctness of the religious principles of George Fox," their leader, he soon became a member of the new Society of Friends.[1] His adherence to the "Quakers" was obnoxious to his family as is shown by the will of his mother, who bequeathed to her son but one shilling "for reasons known to me," and also by that of his sister Elizabeth.[1,2]

Francis Collins suffered for his new faith. He was one of 164 Quakers who subscribed to a printed paper presented to Parliament, 6 April, 1659, "wherein they make an Offer of their own Bodies, Person for Person, to lie in Prison instead of such of their Brethren as were then under Confinement and might be in Danger of their Lives through extreme Durance," and who declared that "We whose Names are hereunto Subscribed (being a sufficient Number to answer for the present Sufferers) are waiting in Westminster-hall for an Answer from you to us."[7] At this time the persecutions of the Quakers were at their height, and the number of Friends imprisoned by the Lord Mayor of London was so great, that in 1660, "within the space of three Months, viz. In the Months called December, January, and February, he sent thither two Hundred and eighty Persons," of whom Francis Collins was one.[8]

Having taken up residence at Ratcliffe Cross, Parish of Stepney, County of Middlesex, then in the built-up portion of London, Francis fell in love with a young Stepney Quakeress, and on 1 mo. 2, 1663, at the Bull and Mouth Meeting, he was married to Sarah Mayham.[9]

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[7]Joseph Beese, *Collection of the Sufferings of the People Called Quakers for the Testimony of a Good Conscience . . . from the year* 1650 *to* 1689, London, 1753, vol. 1, preface pp. iv-v.

[8]*ibid,* p. 366, those "whose Names are distinguished in the Index hereto annexed;" index at end of vol. 2: Collins, Francis, 366.

[9]Gilbert Cope (transcriber), *Records of Ratcliffe and Barking Monthly Meeting, County of Middlesex,* in his MSS collection of English Friends Records, at the Genealogical Society of Pennsylvania, Philadelphia, Pa.

Sarah was the daughter of Richard Mayham, a mariner, of Ratcliffe, who married on February 6, 1631, at the Stepney Parish Church, Margaret Lane.[10] Richard Mayham dying, his widow had married on November 1, 1637, James Brocke, of Ratcliffe, also a mariner,[10] her husbands' occupations being in the best of Stepney traditions, as the parish, by the side of the river Thames, is a resort for seafaring men. A tradition still exists among the English sailors that all who are born upon the ocean belong to Stepney parish, and must be relieved in case of distress by the authorities thereof.[11]

Sarah's mother and step-father had become Quakers, and James Brocke was one of those persons imprisoned with Francis Collins in 1660 by the Lord Mayor of London.[12]

Francis and Sarah (Mayham) Collins became the parents of six children: [2],[9] Sarah, born 10 mo. 16, 1665[9] (who died in 1739), Margaret, born 9 mo. 1668[9] (who died in 1723), Priscilla, born 10 mo. 25, 1669[9] (who died in 1708-14), Elizabeth, born September 15, 1671[2] (who died in 1755), Joseph, born 9 mo. 18, 1672[9] (who died in 1741), and Rebecca, born ca. 1675[2] (who died in 1743).

On the 27th of December, 1670, Francis Collins suffered "distresses" when he was fined for attending Meetings, and had goods worth £6 taken from him.[13]

He appears to have prospered greatly at Ratcliffe Cross. An old account book of his, supposedly still in existence,* shows that in addition to bricklaying and building, he kept a store, evidently for gain in a number of ways, "yet adhering strictly to his religious opinions and examples." The book, inscribed "Francis Collins, his book, this 25th day of the first month, 1675, now living at Ratcliff (*sic*, Ratcliffe) Cross, next door to the Ship Tavern"[1] (*sic*, "next down to the ship builder"[2]), contained records of the births of his six children in England, and

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[10]*Stepney Parish Register.*
[11]Clement, *Sketches*, p. 72.
[12]Besse, vol. 1, p. 366; vol. 2, index: Brock, James, 366.
[13]*ibid*, vol. 1, p. 431.

*This book was formerly in the possession of Judge John Clement. At the time of his death it was given to the Historical Society of Pennsylvania, but they are unable to locate it.

more interesting still, an account of moneys paid him for rebuilding the Friends' meeting-house at Stepney which had been destroyed by a mob a few years previous to that time.[1]

During this, the last quarter of the seventeenth century, the English Friends became much interested in the colonizing schemes in Nova Caesarea, or New Jersey, in North America. Lord Berkeley, the proprietor of the western half of the Jersey territory, sold his interest in the province on March 18, 1674, to John Fenwicke, sometime major in the parliamentary army, and later a member of the Society of Friends, and Edward Byllynge (d. 1687), a Quaker merchant. Financial embarrassments soon caused Byllynge to assign his share in trust for his creditors to three Quakers, William Penn, Gawen Lawrie, and Nicholas Lucas. Later they acquired Fenwicke's share also.[14]

Edward Byllynge was indebted to Francis Collins in the sum of £200 sterling, to one Richard Mew in the sum of £100, and to one John Bull, £50.[11] To discharge these debts, Byllynge and his trustees, by deed of June 2, 1677, conveyed to "Francis Collins of Ratcliff (*sic,* Ratcliffe), Parish of Stepney, County of Middlesex, bricklayer, Richard Mew of the same place, merchant, and John Bull of London, citizen and draper," "one whole share" (i.e. a 1/90 share) of proprietary of the province of West New Jersey,[15] of which four-sevenths fell to Francis Collins.[11]

Byllynge and his trustees agreed upon a very liberal frame of government for West Jersey. This instrument, presumably drafted by William Penn, and containing many of the provisions of a former instrument formed by Berkeley and Carteret with others originating with the trustees, was entitled "The Concessions and Agreements of the Proprietors, Freeholders and Inhabitants of the Province of West New Jersey in America," and was drawn up on March 3, 1676, Francis Collins being the tenth signer, signing shortly after William Penn[16] He apparently was in possession of, or about to be in possession of, land

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[14]*Encyclopedia Britannica,* 14th ed., vol. 16, p. 311.
[15]*New Jersey Archives,* 1st ser., vol. XXI, pp. 424, 526.
[16]Evan Morrison Woodward, *History of Burlington County, New Jersey,* Philadelphia, 1883, p. 8.

in New Jersey before his grant from Byllynge, or else his signature was appended to the "Concessions" after the actual date of drawing up, as many were.

The "Concessions" vested the principal powers of government in an assembly of 100 members, who were to be chosen annually and to be subject to instructions from their constituents. Religious toleration was assured. Here was a Quaker Eden.

Francis Collins with his wife Sarah and six children, immediately decided to go out to New Jersey. They arrived at the settlement of Burlington shortly after 1678,[17] probably on the second voyage of the "Shield" in 1680,[18] and here they resided for several years, Francis' mechanical abilities being in great demand in the small new settlement.

On the 23rd of October, 1862, Francis Collins surveyed the first part of his own land from Byllynge, 500 acres, in Newton Township, Gloucester County, bounded on the west side by the King's road; upon which land part of the town of Haddonfield now stands.[19] Two days later he made another and adjoining survey of 450 acres more of his land, lying on the southwest side of the first and extending to the south branch of Newton Creek. "To secure a landing," he made survey of 117 acres, bounded on the south side by Cooper's creek.[19]

He built his house on his hill site south of the present Haddonfield, on land formerly resided upon by John Gill, and named it "Mountwell."[20]

This residence was isolated, some five miles from the little village at Newton, and without any intermediate settlements; for in 1700 Thomas Sharp places but five houses on his map between Mountwell and Newton, thus showing how slowly the country filled up in the intervening eighteen years.[20]

The Salem road marked out as passing near where Haddonfield now is could have been nothing more than a bridle path, and but seldom used except by the Indians. Mountwell, though

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[17]Samuel Smith, *History of the Colony of Nova-Caesarea or New Jersey*, Burlington, N. J., 1865 (2nd ed.), p. 109.
[18]George DeCou, *Moorestown and Her Neighbors—Historical Sketches*, Philadelphia, 1929, p. 123.
[19]Clement, *Sketches*, p. 73.
[20]*ibid*, p. 74.

one of the best-known residences in the county, was, during the seven years it was occupied by Francis Collins himself, in all probability, only a rude cabin or small frame house.[20],[21]

Francis Collins immediately affiliated himself with the primitive Newton Meeting, then the only place of public worship in this region.[22]

His career of public service began with his appointment, in 1682 the first year of his residence in Gloucester, as a Justice of the county, serving with Mark Newby and Thomas Thackara.[23]

Later in the same year he was engaged as contractor of a suitable place of worship for the substantial settlement of Friends at Burlington, who subscribed £132.16s. for the work[24]

At the Monthly Meeting held at the home of Thomas Gardiner on "ye 5th of ye 12th mo. 1682," the following minute was adopted: "Ordered yt a meeting house be built according to a Draft of Six Square building of Forty foot Square from Out to Out for which he is to have 160 pounds wch ye Meeting Engageth to See ye Persons paid that Shall disburst ye Same unto Francis Collings (*sic*)."[25]

On the 11th day of the 3rd month, 1683, Francis Collins was named one of Governor Samuel Jennings' Council.[26] He was also returned as a member of the Legislative Assembly for 1683, to represent the interests of the Third Tenth, and at that session was appointed one of the Commissioners for dividing and regulating land, and was one of a committee to adjust difficulties between the Proprietors and Byllynge.[20]

His reputation as a builder and bricklayer was such, that during the year he received £200 and 1,000 acres of land, part located "above the Falls" (Trenton), from the Legislature as

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[21]Julia B. Gill, "A Brief History of Mountwell," No. 1 of the *Publications of the Historical Society of Haddonfield, N. J.*, 1922.
[22]Clement, *Sketches*, p. 75.
[23]Emma T. Thackara, "Some Judges of the Courts of Old Gloucester County," (paper read before the meeting of the Historical Society of Gloucester County, January 11, 1910), *The Gloucester County Democrat*, Woodbury, N. J., issue of January 20, 1910.
[24]Amelia Mott Gummere, *Friends In Burlington*, Philadelphia, 1884, p. 22
[25]George DeCou, *Burlington: A Provincial Capital*, Philadelphia, 1945, p. 60.

gratuity for building, with the assistance of Thomas Budd, a markethouse and one room Courthouse, at the intersection of Broad and High streets in Burlington.[20],[26]

Again elected to represent the Third Tenth of New Jersey in the Legislative Assembly in 1684, he was, at that session, made one of the judges of the several courts of that division of West Jersey, it being before the bounds of Gloucester County were defined and settled.[20]

Judge Collins was appointed to the duty of laying out highways in 1685, and so remained for many years after. This was an easily discharged task since Indian trails were generally adopted for roads.[20]

It was in about 1685 that the intrepid Sarah (Mayham) Collins died at Mountwell, leaving Francis with the six children, all young, Sarah the eldest, being not yet twenty-one.

Riding constantly to Burlington, where he was still at work on the hexagonal meetinghouse and the courthouse, Judge Collins became friendly with Mary (Budd) Gosling, widow of his young friend Dr. John Gosling, practicing physician and merchant of Burlington, and sister of the distinguished writer and public official, Thomas Budd. Mary, born in 1665, was the youngest child of the Rev. Thomas Budd, of Martock, Somersetshire, England, an early convert to Quakerism, and Joanna (Knight) Budd.[27] Before long, a courtship was underway with the lady, thirty years his junior, thus causing considerable delay in completing the patient Friends' meetinghouse. On "ye 7th of ye 5th mo, 1865" the meeting named George Hutchinson and James Budd a committee "to Endeavor to Cause Francis Collings (*sic*) to perform his Covenants in building ye Meeting house & Court House to ye Finishing of what he undertook in ye Case."[28]

Francis Collins' life was getting to be a hectic combination of business, romance, and politics.

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[26]George R. Prowell, *The History of Camden County, New Jersey,* Philadelphia, 1886, p. 645.

[27]George Norwood Comly *The Comly Family in America,* Philadelphia, 1939, p. 770, and chart opp. p. 776.

[28]DeCou, *Burlington,* p. 41.

When the first court of Gloucester under the constitution of Arwames was held in September, 1686, the justices then "present in the Bench" were Collins, Thomas Thackara, and John Wood.[29]. Francis was at this time both judge of the court as well as one of its justices.[29]

Judge Collins and young widow Gosling made a marriage settlement on December 21, 1686.[30] James Budd and Dr. Robert Dimsdale, Francis' friends (the latter destined to be his son-in-law) were appointed the trustees of Mountwell. The action was intended to insure the possible issue of Collins' second marriage in the succession to the Mountwell estate.[31]

On 2 mo. 4, 1687, Francis Collins was "liberated" to marry Mary (Budd) Gosling, and the ceremony was performed by the Burlington Monthly Meeting.[32] The meetinghouse was as yet uncompleted, but after the marriage the building proceeded without further hindrance, being completely finished in 1692.

Francis and Mary (Budd) Gosling Collins became the parents of four children:[33] John, born August 18, 1690[33] (who died in 1761), Francis, born September 24, 1692,[33] Mary, born October 20, 1696,[33] and Samuel, born August 6, 1699.[33]

Collins, as one of "ye King's Magistrates for ye County of Gloucester," gave civil authority to Quaker marriages, and we find that Samuel Taylor and Elizabeth Ward were married before him on 1 mo. 13, 1687, shortly before his own wedding.[34]

Continuing as a Justice of Gloucester County until 1689, he was present at a meeting of the Proprietors at Burlington, 6 of 7th mo., 1688, and signed an instrument regulating the power of commissioners; he also signed the same paper in Gloucester County about the same time.[35]

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[29]Isaac Mickle, *Reminiscences of Old Gloucester: or Incidents in the History of the Counties of Gloucester, Atlantic and Camden, New Jersey,* Philadelphia, 1845, p. 43.
[30]Clement, *Sketches,* p. 80.
[31]Milton Rubincam, "Dr. Robert Dimsdale: Pioneer Physician and Colonial Legislator," *Proceedings of the New Jersey Historical Society,* Vol. 57, No. 2, April, 1939, p. 103—(article pp. 98-107).
[32]William Wade Hinshaw (ed.), *Encyclopedia of American Quaker Genealogy,* Vol. II, p. 209.
[33]Clement, *Papers,* pp. throughout.
[34]Mickle, p. 47.
[35]Smith, p. 201.

Priscilla Collins, Francis' third daughter, was the first of his children to marry, when at the age of nineteen, on 12 mo. 3, 1688, she was married at Mountwell, by Newton Meeting, to John Hugg, Jr. (1665-1730) of "Plain Hope," Gloucester County.[36] It was an excellent match. John Hugg, senior (1640-1707), a rich Friend who sealed his will with a coat-of-arms, had brought his wife Cattrine and family to Gloucester in 1683 from County Wexford, Ireland, and had become a member of Assembly, a great landowner and master of nine negro slaves. John Hugg, Jr., was later to be judge and sheriff of Gloucester, Indian commissioner, and from 1718 to 1730, a member of the Executive Council of the colony. He and his descendants were among the most powerful men in West Jersey.[37]

Priscilla's older sister Margaret Collins was married before 1695 to Elias Hugg (1668-1748), old John Hugg's second son.[38]

Assigning the Mountwell estate to his son Joseph, after but seven years residence, Francis Collins with his wife Mary, and family, removed to a large plantation in Northampton Township, Burlington County.[39] He continued to pursue his occupation of bricklaying and building, and devoted himself to four children of marriageable age and to the welfare of his second brood of children.

His son Joseph took a bride, Katherine Huddleston, of Mansfield, Burlington County, at Chesterfield Meeting on 8 of 7th mo. 1698,[40] and on the 24 of 9th mo. in the same year, Francis' daughter Rebecca was married to Thomas Briant (Bryant) at the Burlington Meetinghouse.[32] Thomas Briant, born in Shippen Warden, Northamptonshire, in 1665, had come to New Jersey as one of the servants of Dr. Daniel Wills, but had so prospered that when he married Rebecca Collins he owned large property near Mount Holly and was a man of

[36]Clement, *Sketches,* p. 393; also Prowell, p. 651; etc.

[37]National Society of Daughters of Colonial Wars, *Register,* 1941, p. 425: Howard Barclay French, *Descendants of Thomas French,* 1909, Vol. I, p. 188; etc .

[38]*New Jersey Archives,* 1st ser., vol. XXI, p. 666; etc.

[39]Gill, p. 5.

[40]*New Jersey Archives,* 1st ser., vol XXII, p. 654.

influence.[41] Francis gave his daughter and son-in-law, in 1704, 400 acres of land situate in the forks of Timber Creek, a short distance west of Chew's Landing.[41]

In 1701, a young Quakeress, Elizabeth Haddon, of the parish of St. George, Southwark, Surrey, came to New Jersey with power of attorney for her father John Haddon, a well-to-do blacksmith and anchor maker, who had purchased large holdings in Gloucester County. Francis Collins had evidently been a friend and companion of John Haddon,[42] and his son Joseph who was then living in his father's former house, Mountwell, extended to her the hospitalities of his house until she was settled in the new land.[39] The direction and advice of Francis Collins himself controlled Elizabeth Haddon in much of her future conduct.[42] She became an outstanding Quaker leader as well as the "founder" of Haddonfield, and was an intimate and life-long friend of the entire Collins family. She married John Estaugh, a minister of the Society of Friends and agent of the Pennsylvania Land Company, an association in London, and a Quaker writer and orator.[43]

On 9 mo. 5, 1705, Josiah Southwick, of Mount Holly, a man of considerable property who had an interest in an iron foundry there, was granted a certificate by Burlington Meeting, to marry "the daughter of Francis Collins,"[32] and shortly thereafter he was married to Elizabeth Collins, by Newton Meeting at Elizabeth Haddon's new house.[36]

All this while, forty year-old Sarah Collins, the oldest daughter, had remained unmarried. It was not until a few years later that romance entered her life with the return of an old family friend, Dr. Robert Dimsdale, from his home in Essex, England.

Dr. Dimsdale had originally come to New Jersey shortly after the Collinses, and in 1683 had settled south of Mount Holly on both sides of a small stream called in his honour, Dimsdale's Run, being the pioneer settler of Lumberton. He was a practicing physician, justice, and Assemblyman, and

[41]Clement, *Sketches*, p. 79.
[42]Clement, *Sketches*, p. 114.
[43]*ibid*, p. 117.

trustee of Mountwell and other property of the Collins'. He is said to have been much attracted to young Sarah, even though he was several years older than her own father, but in 1688 returned to England and to his waiting wife Lucy (Robinson) Dimsdale, mother of his sons John and William, and his daughter Mary. In 1705 Lucy Dimsdale died at Bishop's Stortford, Herts, one of his two residences, the other being at Theydon Garnon (or Shaden Garden) near Epping, Essex, and Robert subsequently returned to New Jersey, where, although well into his seventies, he married Sarah Collins whom he had not seen for more than a quarter of a century![44]

Sarah (Collins) Dimsdale accompanied her husband back to England, but he only lived for a few years.

By indenture of the 29th of November, 1714, "Francis Collins of Northampton in the County of Burlington and Province of New Jersey yeoman of the one part" deeded to "Sarah Dimsdale widdow of Robert Dimsdale Late of Shaden Garden in the County of Essex Surgeon Deceased of the other part" in consideration of "the Love and Effection (*sic*) he hath & do bear to the aforessd Sarha (*sic*) Dimsdale his Daughter," 460 acres of land, "allready (*sic*) laid forth & surveyed to & for the said Sarh (*sic*) Dimsdale," along Kings Run, which was part of the four-seventh parts of proprietary which Collins had purchased of Byllynge and the Trustees on June 2, 1677.[6]

Sarah (Collins) Dimsdale divided her time between the homes of her step-sons, Sir John Dimsdale, Knt., and William Dimsdale, Esq., in England, and her father's home in Jersey. As late as 1722 she spent time in England.[45] It is interesting to note that her step-son, Sir John, was the father of Dr. Sir Thomas Dimsdale (1712-1800), the medical author, who for his successful vaccinations of Catherine the Great and the Grand Duke Paul, was made a Councillor of State of Russia, heavily remunerated, and raised to the Russian peerage as a Baron.[46]

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[44]Rubincam, pp. 99-105. (*N.B.*: Article is in error concerning date of marriage, supposed marriage settlement, and Robert Dimsdale's death. For correction see herein.)

[45]Original power of attorney of 1722: No. 134, Haddon-Estaugh-Hopkins MSS Collection, Library of Haverford College, Haverford, Pa.

[46]Rubincam, p. 106.

How strange it seems that this Sir Thomas, who as a little boy heard tales of the New Jersey wilderness from his step-grandmother, Sarah (Collins) Dimsdale, would one day be on the most friendly of terms with the Empress of All the Russias! A nineteenth century descendant of Francis Collins, Joseph Harrison, Jr., the Philadelphia engineer, was to build the railroad system of Russia and to be likewise decorated by the Czar.

When Sarah Dimsdale finally settled down at home she became very active in Haddonfield Meeting, "being frequently associated with Elizabeth (Haddon) Estaugh in her christian labors."[47] The name of Elizabeth Estaugh as a witness to her will proves that their friendship ended only with her death.

Francis and Mary Collins were spending a quiet old age on their farm at Northampton. In 1716 they conveyed the Mountwell estate in fee to Francis' son Joseph who had occupied it since they had moved away in 1689; in 1717 the children of the second marriage released all their right in the same to their elder brother.[48]

Three of the younger children were now grown, had married (Mary to Thomas Kimble, John to Elizabeth Moore, and Francis to Ann Haines, widow) and were raising families. Samuel was soon to marry Abigail Ward.[33]

Francis Collins, having relinquished to his grandsons his place in the political circles of the colony, but still holding proudly to the title of "bricklayer," made his will on his Northampton plantation on April 20, 1720. Most of his land had been dispersed among his progeny but he still had some real and personal estate which he devised to his wife and surviving children, his son-in-law Thomas Briant, and Nathaniel Cripps, being appointed "trustees and assistants." The will was witnessed by Thomas Scattergood, Thomas Brian(t), and Benjamin Brian(t). On the 6th of February, the last month of 1720, the will was proved in court.[49] Francis Collins, Friend, pioneer, had died just after his eighty-fifth birthday.

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[47]Clement, *Sketches*, p. 77.

[48]*ibid*, p. 78.

[49]*New Jersey Archives*, 1st ser., vol. XXIII, p. 103.

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SOCIETY ELECTS OFFICERS AND NEW TRUSTEE

At the November meeting of the Board of Trustees, held Wednesday, November 10, 1948, the following officers were unanimously elected for the coming year: President, Charles B. Bradley; First Vice President, Rt. Rev. Benjamin W. Washburn; Second Vice President, Frederick H. Groel; Third Vice President, Damon G. Douglas; Treasurer, Frederick Frelinghuysen; Librarian, Mrs. Maud H. Greene; Corresponding Secretary, Elmer T. Hitchinson; Recording Secretary, Donald B. Kipp.

Mr. Donald A. Sinclair, a member of the staff of Rutgers University, at New Brunswick, was elected a member of the Board of Trustees, Class of 1950, to fill the unexpired term of Mr. Allison Dodd, whose resignation because of ill health was announced at the September meeting of the board.

HISTORICAL NEWS AND COMMENTS

Cumberland County's 200th Anniversary

On September 25 the 200th anniversary of the setting up of Cumberland County by an act of the colonial legislature was celebrated at Bridgeton. A parade that lasted more than three and a half hours, an address by Secretary of Agriculture Charles F. Brannan, and an outdoor community singing with 500 participants, followed by a display of fireworks made up the program of the event. It was estimated that fifty thousand visitors from the neighboring farm areas and the industrial areas of Millville and Vineland gathered in Bridgeton for the celebration. Cumberland County was originally a part of the Fenwick Colony of Salem.

Judge Fake Honored

The third annual Best Citizen award of the Chamber of Commerce of Rutherford was bestowed on Chief Federal Judge Guy L. Fake at a dinner given by the Chamber November 10, 1948. The award, embossed and framed, gives a thumbnail sketch of the Judge's life and hails him as "a citizen, lawyer, legislator, borough official, judge of Bergen County District

Court for fifteen years, and judge of the U. S. District Court since 1929," and expresses the Chamber's "gratefulness and high esteem for a lifetime of notable contributions made by its citizen."

Correction:

In our article on 69 Washington Street, Newark, in our October "Proceedings", the statement was made (top of page 207) that the Reverend Johannes Theodorus Polhemus in 1654 became the first minister of "the first Christian Church on Long Island." Dr. Victor Hugo Paltsits, a Corresponding Member of this Society and an authority on the early Dutch history of New York and vicinity, calls our attention to the fact that the statement should have been "the first Dutch Reformed Church on Long Island". There were older English churches on the east end of Long Island, the first one in the Hamptons, the next at Maspeth (Newton) in 1642. Dr. Paltsits' letter is interesting in its entirety: The Maspeth church was started "under Doughty, a settlement soon decimated by Indian uprisings, but the English renewed at Newtown in 1652, nonconformist, and that congregation is now the First Presbyterian Church of Newtown (now called Elmhurst). In 1644 was organized the first regular Presbyterian Church at Hempstead by the Rev. Richard Denton, and that congregation, though having had lapses in the 18th century, is still vigorous as Christ's Presbyterian Church. Under the edict of Petrus Stuyvesant and his Council of 1655, on account of Indian uprisings at that time in New Netherland, it was required that at a date set early in 1656 all farmers scattered outside of or distant from villages or hamlets must concentrate themselves for mutual protection into villages or hamlets near their neighboring farms. Under this edict, for example, several of Richard Denton's flock, led by his sons, Daniel and Nathaniel, formed in 1656 a village first called Rustdorp (Quiet Village) by the Dutch, but soon it took the name of the local Indian gens, Gemeco, corrupted into Jamaica, and these Englishmen in 1662 organized the first town church in Jamaica, which is the distinguished First Presbyterian Church of Jamaica, now 286 years in continuous service, which is my church, of which I am now a retired ordained elder.

"The first Dutch churches on Long Island were organized in 1654, three of them then, at Midwout (Flatbush), at Amersfoort (Flatlands), and at Breuckelen (Brooklyn). Beginning on Manhattan Island in 1628 and until September, 1664, there were organized in New Netherland eleven Dutch churches and two preaching stations. The history of these Dutch beginnings I have written, printed on pages 20-23 of the *Proceedings* of the 275th Anniversary of the Van Voorhees Family in America (1935)."

NECROLOGY OF MEMBERS

J. Franklin Kitchell, of Newark, formerly president of the Essex County Vocational School Board, died at his home June 5, 1948, after a long illness at the age of 91.

He was born in Hanover, a descendant of Robert Kitchell, who came to Newark with Robert Treat. He was educated at the Collegiate Institute in Madison and Coleman Business College, Newark. For thirty years he was associated with R. Neumann Hardware Company, of Newark, serving as president for five years before the company moved to Connecticut in 1928 when he retired. He was appointed to the Vocational School Board in 1928, served as vice president and acting president, and was elected president in 1935, resigning in 1942 because of ill health.

Mr. Kitchell was one of the founders of Babies' Hospital, serving as secretary of the Board for many years. He was an elder and a member of the Board of Trustees of Old First Church, Newark, and a leader in High Street Presbyterian Church, before its merger with the Old First Church. He was a former chairman of the Executive Committee of the Essex County Council of Churches. He was a charter member of the Wednesday Club and a member of St. John's Lodge, F.&A.M., and the Newark Athletic and Essex Clubs.

Mr. Kitchell's wife and only son, William D. Kitchell were both fatally injured in an automobile accident in 1938. He is survived by two granddaughters, Mrs. Janet Rich, of Winnetka, Ill., and Miss Mary Kitchell, of Geneva, N. Y., the daughters of his son.

Mr. Kitchell became a Contributing Member of the New Jersey Historical Society December 13, 1939.

Captain John Jay Phelps, of Red Towers, Hackensack, died at his summer home at Stony Creek, Conn., July 3, 1948, at the age of 86. Banker, yachtsman, and naval officer, he had retired from his active business connections about ten years ago.

He was born in Paris, France, September 27, 1861, the son of Judge William Walter and Ellen (Sheffield) Phelps. His father, (1839-1894) had served as representative in Congress, as minister to Austria 1881-1882, and as minister to Germany 1889-1893. His paternal grandfather, John Jay Phelps, (1810-1869) was one of the organizers and first president of the Delaware, Lackawanna and Western Railroad Company. His maternal grandfather, Joseph Earl Sheffield, (1793-1882), was the founder of the Sheffield Scientific School of Yale University.

Captain Phelps graduated from Yale in 1883. He had earned a master mariner's license as a youth and at the age of twenty one commanded his own schooner, the "Brunhilde," on a trip around the world. During World War I he commanded a submarine in the U. S. Navy and was later in command of a submarine chaser squadron. For many years he was president of Strong and Trowbridge Company of New York, was a trustee of the Hackensack Trust Company, and had served for more than fifty years as a trustee of the U. S. Trust Company of New York City.

He married Rose Janet Hutchinson April 26, 1888. She died in 1942. He is survived by two daughters, Dorothy, the wife of Dr. Davenport West, of New York City, and Miss Rose Phelps.

Captain Phelps was elected a Life Member of the New Jersey Historical Society September 11, 1916.

Mrs. Louise Flagg Scribner, widow of Charles Scribner, former chairman of the board of directors and son of the founder of Charles Scribners Sons, New York City publishers, died at her home in Morristown September 30, 1948.

Mrs. Scribner was born in New Britain, Conn., the daughter of the Rev. Jared Bradley Flagg and was married to Mr. Scrib-

ner on October 5, 1882. He died April 19, 1930. Mrs. Scribner was a member of Grace Episcopal Church, of Morristown, and of St. Bartholomew's Church, of New York City.

She is survived by a son, Charles Scribner, of Far Hills, president of the publishing firm bearing his name, a daughter, Mrs. Louise Scribner Schiefflin, of Morris Township, a sister, Mrs. Rosalie Jaffray, three grand-children, and three great-grandchildren.

Mrs. Scribner became a Contributing Member of the New Jersey Historical Society July 10, 1940.

Frank H. Stewart, of Woodbury, formerly of Haddonfield, died at Cooper Hospital, Camden, October 14, 1948, after a long illness at, the age of 75.

Formerly president of the Gloucester County Historical Society and one of the most prominent regional historians of South Jersey, Mr. Stewart had been interested in the colonial and Revolutionary history of the state for over forty years. As a boy he had found an Indian knife on his father's farm in Sharptown, Salem County. In 1906 as president of the Frank H. Stewart Electrical Supply Company of Philadelphia, he had bought the site of the first United States mint as a new location for his company. Excavations on the site at Seventh and Filbert Streets brought to light several eighteenth century coins, from which as a start he built one of the largest collection of coins in the country. He gave the collection to the City of Philadelphia several years ago and it is now on display in Congress Hall in Independence Square. From this purchase also arose his interest in the first mint and his history of the mint published in 1924 after seventeen years' research.

It was Mr. Stewart's custom to attend auctions at old houses and to purchase barrels and trunks full of old papers which he sorted carefully. From such sources came into his possession such items as the marriage certificate of Betsy Ross, papers showing that Fort Nassau, near Westville, was the first white settlement on the Delaware, and that his own former residence in Haddonfield has been the state capitol during the Revolution. He was the author of some fifty books and pamphlets on South Jersey history and he had been honored many times for

his achievements as a historian. In 1937 Gloucester County erected a plaque at Red Bank commemorating his work in reconstructing the Revolutionary battle there.

His wife, Mrs. Rose K. Stewart, died a number of years ago. His only survivors were nieces and nephews.

Mr. Stewart became a Contributing Member of the New Jersey Historical Society March 19, 1919 and a Sustaining Member May 14, 1947.

Clifford Willis, formerly president and treasurer of the Diamond Expansion Bolt Company, of Garwood, was killed in an automobile accident in Route 10 at Center Grove, one half mile south of Dover, on October 22, 1948. With his wife driving the car and accompanied by a friend, he was crossing the highway on the way to Center Grove, when his car was struck by another car coming down the east bound side of the road.

Born and educated in Elizabeth, he was married in 1902 to Edith Bailey Denman of Springfield and moved to Short Hills which had been his home since that time. He retired in 1940 from his firm after thirty-three years of service with it. He had been a former member and vice president of the Millburn Board of Education and for more than twenty-five years secretary of the Millburn Building and Loan Society. He was a member of Continental Lodge, F.&A.M., of Millburn, was active in the Sons of the American Revolution, and was former president of the New Jersey Society of the War of 1812. He had served at one time as president of the board of trustees of Central Presbyterian Church of Summit.

Besides his widow, he leaves a son, Conover, of Millburn, a daughter, Mrs. Ruth Herslow, of Short Hills, a sister, Mrs. George M. Earl, of Harrisburg, Pa., and three grandchildren.

Mr. Willis became a Life Member of the New Jersey Historical Society February 10, 1937.

BOOK NOTICES

Monroe's Defense of Jefferson and Freneau Against Hamilton. Edited by Philip M. Marsh. Privately printed by the editor, University of Texas, Austin, Texas. 56 p. Postpaid, net, $1.50.

A valuable addition to Monroe's works and of interest to students of Freneau and New Jersey history. The first extended, detailed discussion of this famous first "scandal" of high politics in the United States, of the incident that split politicians irrevocably into our two-party system, it is a necessity for libraries, teachers, and scholars in American history, antiquarians, and collectors of rare items.

In 1792, angered by criticisms in the *National Gazette,* Alexander Hamilton attacked its editor, Philip Freneau, and the man he thought had founded it, Thomas Jefferson. President Washington called on his secretaries to make peace, but in vain. In the newspaper war that followed, one unsigned defense was conspicuous for authoritative arguments that finally silenced Hamilton.

This series of essays has recently been identified as by James Monroe, collaborating with James Madison. Hamilton's attacks have been recognized as the Federalist Party's first public statement of faith. This defense is the Republican Party's first public stand. Contents include a review of the entire incident, excerpts from Hamilton's attacks, the Monroe essays, together in print for the first time, and a little-known Jefferson letter over which much of the debate raged.

NEWARK: CITY OF OPPORTUNITY. Municipal Yearbook 1947-48. By Harry S. Reichenstein, City Clerk. Lackawanna Press, Inc. 21 Division Street, Newark, N. J. 94 p.

A well planned, generously illustrated booklet, directed specifically to the school children of the city, with emphasis on past history which has made the city the eighteenth in size in the country and looking forward to future development as laid out in the Central Planning Board's program of expansion. A good model of a municipal handbook.

NEW YORK: THE WORLD'S CAPITAL CITY. By Cleveland Rodgers and Rebecca B. Rankin. Harper & Brothers, New York. xviii-398 pp. $5.00.

Presents concisely the story of the leading metropolis of the world. Its history is illustrated with some of the choicest prints and illustrations available from the city's own treasures. High-

lights the unification of Greater New York and gives especial emphasis to the site of the United Nations capital and the city's future as the permanent home of that body.

NEW MEMBERS

The Membership Committee announces the following new members since the publication of the last issue of the *Proceedings*:

CONTRIBUTING

Mrs. R. L. Akins, Mt. Orab, Ohio
Mrs. J. D. Currence, Bernardsville
Russell L. Franing, Milan, Illinois
Mrs. Joseph S. Frelinghuysen, Far Hills
William D. Hill, Trenton
William B. Hornblower, New York, N. Y.
Hugh A. Imlay, Zanesville, Ohio
John B. Kaiser, Newark
Edward H. Koeker, Boonton
H. Minot Pitman, Bronxville, N. Y.
Thomas W. Purrington, Newark
Mrs. James M. Ralston, Trenton
Miss Agnes M. F. Randolph, Washington, D. C.
Mrs. Charles R. Smith, Maplewood
Rauland P. Smith, Trenton
Benjamin F. Tillson, Montclair
Mrs. Frank Zotti, Bernardsville

NEW MEMBERS OF WOMAN'S BRANCH

The Woman's Branch announces the following new members:
Mrs. Elmo Caruthers, Elizabeth
Mrs. Alfred E. Driscoll, Haddonfield
Miss Marjorie McGuighan, Montclair
Mrs. George E. Potter, Green Village
Mrs. H. W. Satterfield, Plainfield
Mrs. Benjamin Washburn, Orange

DONATIONS TO THE LIBRARY

Herbert H. Bacon, Berkeley, Calif.: Bacon's Adventure. The story of Josiah Bacon and his family of Catanungut on the banks of the Cohansey Creek, by Herbert M. Bacon. 1948.

Raymond L. Baldwin, Glen Ridge: Papers from the estate of Charles O. Baldwin concerning Caldwell, N. J. and Noah Baldwin.

Basking Ridge Historical Society: Resumé of the Basking Ridge Historical Society 1928-1948, by Miss Laura A. Frost, Recording Secretary of the Society.

Mrs. George E. Brixner, Newark: The Lucky Bag of 1927. Annual of the Regiment of Midshipmen U. S. Naval Academy; The Howitzer of the U. S. Military Academy 1923-1926; Records of Officers and Men of New Jersey in the Civil War. 2 V.

Miss Elizabeth C. Carter, Newark: A Treasury of American Prints. Ed. by Thomas Craven. 1939; Adventures of America 1857-1900, a Pictorial Record from Harper's Weekly, by John A. Kouwenhoven, 1938; Currier & Ives Printers to the American People, by Harry T. Peters, 1942.

Miss Helen Cook, Somerville: Washington was here. Somerset County during the Revolutionary War, 1775-1783. Pamphlet.

Harry Cotterell, Jr. Newark: Fiftieth Anniversary Zion Evangelical Lutheran Church, Newark, N. J. Pamphlet.

Mrs. Robert Linn Everett, Newark: Collection of pamphlets; genealogical records of various families prepared by her sister the late Eleanor B. Welcher.

Charles C. Gardner, Maplewood: Maplewood Past and Present. Ed. by Helen B. Bates. 1948.

Mrs. C. A. Giese, So. Orange: Collection of historical books on N. J.

Rev. Harold D. Hayward, New Vernon: Harding, a Beautiful and Historical Township. Pamphlet.

William B. Hornblower, New York: Case containing eight volumes of Hornblower manuscript letters and papers, arranged by his father George Sanford Hornblower.

Benjamin F. Joline, Westfield: His compilation on the Joline family.

Mrs. Charles D. Mc Carthy, Maplewood: Journal of American History, vo. 4, nos. 1-4; v. 11, no. 4; v. 12, no. 1, v. 13, no. 1.

Mrs. A. G. Miesse, Mahaw: 190th Anniversary, 1758-1948, Reformed Church Bedminster, N. J.

John A. Miller, Schenectady, N. Y.: Corrections on his Miller, Seelover Ms.

Jesse R. Motte and Mrs. Sophie J. Eddy, Rahway: Grant from Sir Philip Carteret to Samuel Marsh, Sr., for land in Elizabeth Towne, Nov. 30, 1676.

Major Thomas Parks, N. Y. City, through the Short Hills Chapter, D. A. R.: Application of John Wort, Jr. of Ohio for back pay and land of George Wort and Michael Bonny privates of New Jersey in the Revolutionary War.

Frederick S. Polhemus, Princeton: Photostat copy of a bill rendered to Abraham Polhemus of New York by Garret Schenck of New York for making a silver tankard and three silver tea services, Aug. 20, 1795.

Mr. & Mrs. Henry T. Stetson, Llewellyn Park: Collection of historical books on New Jersey.

Harrison E. Webb, Summit: His compilation on the Webb family. Ms.

Woman's Branch: Collection of pamphlets and historical clippings.

DONATIONS TO THE MUSEUM

October-December, 1948

Miss Elizabeth Condict Carter, Newark, N. J.: Photograph of the Judge Boudinot House, with near by houses, on Park Place, Newark, N. J. The Condict family were the last owners of this house which occupied the site of the present Public Service Terminal; a collection of baby clothes worn by various generations of the Carter family; wedding dress of Mrs. William T. Carter, mother of the donor; shoes, nightclothes and handkerchiefs owned by members of the Carter family; two photographs of the Old First Church, Newark, N. J. at the time of its 250th Anniversary Celebration.

Mrs.. Russell Colgate, Llewellyn Park, West Orange, N. J.: Chinese fan with carved ivory sticks which had been owned by Miss Mary S. Parmlee of Scarsdale, N. Y.; Japanese fan which had belonged to Mrs. Samuel Colgate of Orange, N. J.

Mrs. Carl G. Giese, 366 Montrose Ave. South Orange, N. J.: A collection of eleven purses and bags, dating from Victorian times to 1925; three Victorian combs; two pairs of Victorian tortoise-shell lorgnettes; one pair gold rimmed

sexagonal spectacles, circa 1840; silver tooth brush case, 1890; collection of bead chains, circa 1900; black satin vest and stock, worn by Alfred Jones at his wedding in 1840; gentleman's fancy vest 1840; cap made by Mrs. John Harrison of Orange, N. J., in 1840; round fan on an ebony stick, 1885.

Mrs. Helen Dennis Given, Washington, D. C.: Blue grosgrain blouse, "gay nineties period, had been in the possession of Mrs. Henry Rankin Poore, wife of the artist, of Orange, N. J. Mrs. Poore was Katherine Steven of Worcester, Mass.

Miss Sara M. Hodge, Princeton, N. J.: Two petticoats, one nightgown, one pair underdrawers, all about 1850; had been in the trousseau of Mrs. William J. Magee, of Elizabeth, N. J., nee Sara Frances Baldwin, wife of Chancellor Magee.

Mrs. James A. Hoyt, Bloomfield, N. J.: muslin nightdress, circa 1870.

Miss Helen Kilborne, Orange, N. J.: One black chiffon fan with spangles which had belonged to her mother, Mrs. Allerton W. Kilborne.

Miss May Kirtland, Orange, N. J.: One N. Currier lithograph.

Mrs. Russell Rankin, Newark, N. J. and her daughter, Mrs. Elwood Throssell, Orange, N. J.: Three piece set of white silk and lace lingerie; beaded white satin slippers; long white suede gloves; all having been worn by Mrs. Philetus W. Vail of Newark, N. J., nee Isabelle Halsey, at her wedding in 1892; one pair of white satin slippers, about 1895.

Mr. Henry Rogers, Newark, N. J.: Collection of thirteen photographs of Thomas A. Edison and his associates, dating from 1868 to 1926.

Miss Alice Waddell Smith, Princeton, N. J.: One white satin slipper from a pair worn by her great-great grandmother, Mrs. Jacob Green ,of Princeton, nee Anne Eliza Mc Culloh of Baltimore, Md. Mrs. Jacob Green was the daughter-in-law of Ashbel Green, President of Princeton College.

Mr. C. L. Wallace, East Orange, N. J.: Seaman's First Class Uniform of World War I.

Mr. George F. Watts, Plainfield, N. J.: Four vegetable dishes, one platter, two plates, all blue and white Staffordshire wear; one blue and white platter; two white stonewear plates, "Wedgewood,"; one child's plate.

MUSEUM NOTES

This Society is greatly indebted to Mr. Henry B. Rogers of Newark, N. J. for the gift of thirteen photographs showing Thomas A. Edison and his associates during the long years of Edison's career. Mr. Rogers was with the General Electric Company, at the Edison Lamp Works, from 1890 until 1931.

One photograph shows Edison at the age of fifteen and the newspaper which he printed at that time. The paper is headed as follows: "The Weekly Herald, published by A. Edison. Terms, this Weekly, Eight Cents per Month." Another is a photograph of the original copy of a telegraph message made by Edison in 1868 when he was a telegraph operator. There is one photograph of Edison seated at a table on which is an early phonograph. The caption reads, "The negative from which this picture was made was taken about 5:30 in the morning of June 16th, 1888 after Mr. Edison and his assistants had been working three days and nights continuously to finish the phonograph which was to be taken to England on that day. The phonograph shown in the picture was the first of the improved instruments shipped from the laboratory, and had been finished only about two hours at the time the negative was taken."

Most interesting is a photograph of Mr. Edison and with it a clipping from the New York Sun, dated Monday, January 7th, 1889, which reads as follows, "A Twelve Million Dollar Brain. There is romance in the announcement that the four leading Edison companies are to consolidate into one general electric company, with a capital of twelve million dollars. What a proof this gives of the value of first class human brains!

Here is a business aggregation that springs from the ingenious wits of one man. A few years ago THOMAS EDISON was a poor and obscure telegraph operator. Today, by devising machinery of advantage to the human race, he is a millionaire and the means by which others acquire immense wealth.

Yet no one is injured. The new fortunes come from traits of observation and mechanical wit that lay in the brain of one poor wise man.

There are mines of the mind that are richer than any which the geologist finds in the mountains, and more precious gems lie hidden there than can be dug from the rocks or washed from the streams of the wilderness."

THE CLEARING HOUSE

An Aid in the Solution of New Jersey Genealogical Problems

Use of the Clearing House is available to all members of this Society, with the exception of those whose dues are in arrears.

Space in this column not exceeding one inch is offered free to each member in each quarterly issue of the PROCEEDINGS.

Additional space may be obtained at one dollar per inch or fractional part thereof.

Requests for additional space should be accompanied by a check or money order.

In the absence of a request for additional space, inquiries exceeding free space will not be printed.

All questions should be typed or clearly written on one side of a separate sheet, accompanied by a letter requesting the Clearing House service.

Queries should mention the locality and approximate years of the subject's residence in New Jersey, religious persuasion and other identifying factors.

The PROCEEDINGS *is published on the first of January, April, July and October. To insure prompt insertion queries must be received by the first day of the month preceding publication.*

The wide circulation of the PROCEEDINGS *affords a far-reaching publicity for genealogical inquiries. If you are not a member why not avail yourself of the help of this column by becoming one? Annual dues five dollars. No initiation or registration fees.*

HAINES-LEONARD — Am seeking line of descent of James Haines of Burlington (or Gloucester) Co., whose progenitors, Richard and Margaret Haines emigrated from England in 1681. James had ch. Benjamin, husband of Barbara Leonard; James; and Mary, wife of ———? ——— Smith of Burlington Co. Would appreciate information relating to the Leonard family of West Jersey, ——?—— Leonard and his wife Catharine had ch. Moses; Aaron; Grace, wife of ———?——— Walten; and Barbara, wife of Benjamin Haines. MRS. R. L. ATKINS, Mt. Orab, Ohio.

STOUT—Would like to learn whether St. Leger Cod Stout was a son of James. Was Nancy Stout, wife of Edward Hart, son of John "The Signer,'" his dtr? Also desire to know maiden name of St. Leger's wife Susannah. MRS. M. H. GREENE, 230 Broadway, Newark (4), N. J.

THROP-THORP—Who were the parents of Thomas Throp (Thorp) of New Hanover Twsp., Burlington Co.? His will, proved Apr. 27, 1808, mentions: wife, Elizabeth; children: Stacy; Samuel; Elizabeth, wife of Francis Bodine, and Mary. Would welcome news of wife's parents and other data relating to the family. MRS. E. EVERETT THORPE, 120 E. 75th St., New York (21), N. Y.

WINNER-WINMER—Capt. George K. Winmer of Monmouth Co. sailed for California with his family in 1846. Who was his wife? Were he and Capt. King Winner, mentioned by Salter in his Hist. of Monmouth and Ocean Cos. as having gone to San Francisco *ca.* 1850 one and the same person? Were his parents Jonathan Winner and Sarah Predmore? Did Martin Winner of Bergen Co. have a son and grandson both bearing the name John? MRS. MAUD H. GREENE, 230 Broadway, Newark (4), N. J.

WOODRUFF—Who were the parents of Job Woodruff b. 1753, d. 1794. Also those of his wife Elizabeth, b. 1763, d. 1824. Both are buried in yard of First Presby. Ch. in Elizabeth, N. J. W. E. TOWNLEY, 431 Jersey Ave., Elizabeth, N. J.